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THE CYCLOPÆDIA OF AMERICAN BIOGRAPHY

VOLUME VIII

Joseph H. Choate

London — 1905.

THE CYCLOPÆDIA OF AMERICAN BIOGRAPHY

NEW ENLARGED EDITION OF

APPLETON'S CYCLOPÆDIA
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JAMES GRANT WILSON AND JOHN FISKE

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JAMES E. HOMANS

WITH AN INTRODUCTION BY

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JOHN W. FAY, Managing Editor

VOLUME VIII

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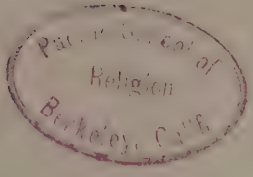

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INTRODUCTION TO THE EIGHTH VOLUME

When THE CYCLOPÆDIA OF AMERICAN BIOGRAPHY was completed by the publication of the sixth volume, it was the most extended and most perfect work of its kind that ever had been made in America. It was the product of expert editors with a specially chosen and carefully trained staff of writers, backed by one of the oldest and most liberal publishing-houses in the country. Every source of authentic information—printed, manuscript, or oral—was laid under contribution. Every subject treated was shown at his best, with mention of his most interesting and most significant work, but with no taint of fulsome eulogy —nothing extenuated, nothing set down in malice. Every page was made up of honest work; every square inch was carefully edited.

But any book of reference is impaired by age—not because it becomes untrue, but because the world moves continually. The schoolboy of yesterday is the vigorous man of to-day, and may be the gray-haired sage of to-morrow. The youth who drives a team on the towpath may become President, and the newsboy in the train may turn out to be the greatest inventor of the age. One man passes into history, and another springs into prominence. There comes a time when it seems as if art, literature, statesmanship and economic invention had arrived at their zenith, and there is nothing to do but close the record and bind up the work. Then pessimistic critics talk complacently about degeneracy and the "twilight of the gods." But suddenly a new genius arises, and creates a new school; or there is a scientific or economic development that calls for new energies, and the new energies are forthcoming, and it seems as if a greater sun had risen upon the earth. The electric telegraph appeared to be the ultimate thing for transmission of intelligence, until the telephone came, and after that the wireless. Tennyson's vision of "the nations' airy navies grappling in the central blue" was only a poet's dream till the astronomer Langley and the Wright brothers made it a possibility, and the great war in Europe made it a reality.

The cardinal principles of any science remain unchanged, while the discoveries and materials with which it must work are new. As with the original volumes, so in preparing the new volumes of this work the same general course has been followed—the same careful choice of writers, the same wide but discriminating search for subjects, the same nice scrutiny of all the work. One strong feature of the original volumes was recognition of the fact that the Americans are the most inventive people that ever lived, and their notable and

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successful inventions outnumber those of all other nations together. In view of this, the editors of that work took especial pains to record the lives and achievements of American inventors. In all earlier works of the kind, while statesmen, clergymen, authors and artists had been looked after, inventors had been neglected.

Similarly to that, the editors of the Seventh and Eighth volumes have recognized the fact that ours is the richest and most powerful nation on the globe, and have also recognized the fact that it has been made so largely by our captains of industry and other foremost men of business. These, therefore, are well represented; so that when one looks upon our evidences of prosperity and asks: "Who brought this about?" these volumes will answer his question.

How much and how rapidly events have moved may be comprehended if but a few names are recalled of men and women who were not mentioned in the six volumes, but have since risen to such eminence that no such work can now omit them. These include: Presidents and vice-presidents of the United States; numerous governors of states who have risen to national prominence; several now noted statesmen and former candidates for the Presidency; numerous army and navy officers, whose names are now constantly before the public; several prelates already historic for their good works; great scientists, inventors, captains of industry, authors, artists and men of affairs.

These later volumes are enriched with an unusual number of excellent portraits; so that the reader may not only learn of a distinguished man's achievements but meet him face-to-face and exercise whatever he possesses of the art of physiognomy.

ROSSITER JOHNSON.

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NEW REVISED EDITION OF THE CYCLOPÆDIA OF AMERICAN BIOGRAPHY

For kind assistance in the preparation of the present revised edition of the Cyclopædia of American Biography, special acknowledgments are due to the following for suggestions, revisions of articles, or for original contributions.

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CYCLOPÆDIA OF AMERICAN BIOGRAPHY

CHOATE, Joseph Hodges, lawyer, b. in Salem, Mass., 24 Jan., 1832; d. in New York City, 14 May, 1917, son of George and Margaret Manning (Hodges) Choate. His first paternal American ancestor, John Choate, emigrated from Colchester, England, in 1643, and settled in the town that is now Ipswich, Mass. His son Thomas was the first of the family to occupy Choate Island. Thomas's son Francis (1701-77) was a farmer. William, son of Francis (1730-85), was a sea captain. His son George married Susanna, daughter of Judge Stephen Choate. Their son George, a physician (1796-1880), married Margaret Manning, daughter of Gamaliel Hodges, of Salem. He was a graduate of Harvard, and to that institution he sent his sons William Gardiner and Joseph Hodges, who were graduated in 1852, William being valedictorian and Joseph ranking fourth in the class and delivering the Latin oration. Joseph studied two years in Dane Law School, then for one year in the office of Leverett Saltonstall in Boston, and in 1855 was admitted to the Massachusetts bar. In that year he went to New York, bearing a letter of introduction from his father's cousin, Rufus Choate, to William M. Evarts. In 1856 he was admitted to the New York bar and entered the office of Butler, Evarts and Southmayd. In 1859 he became a member of the firm of Evarts, Southmayd and Choate and in 1884 this firm became Evarts, Choate and Beaman. By his habit of close study, his fine presence, his masterly oratory, his wide reading, his marvelous memory, and his keen wit Mr. Choate rapidly attained high rank in his profession and was known as one of the ablest and best-equipped lawyers of the New York bar. It was said that he was "a specialist in every branch of the law." This was due to the fact that when he entered upon a case he carefully studied everything connected with it, so that in some instances he might be said to have mastered a science in order to apply his knowledge of it to the case in hand. It was notable that his talents were not always arrayed in defense of the same general principles. He might at one time plead for the rights and privileges of the federal government, against the encroachments of corporations, and again push to the utmost the claims of individuals or corporations against the government. His justification may be found in some of his public utterances. In his speech when he unveiled the statue of Rufus Choate he said: "His theory of advocacy was the only possible theory consistent with the sound and wholesome administration of justice: that, with all loyalty to truth and honor, he must devote his best talents and attainments, all that he was and all that he could, to the support and enforcement of the cause committed to his trust." And of James C. Carter he said: "He was very far from limiting himself to causes that he thought would win, or to such as were sound in law or right in fact. No genuine advocate that I know of has ever done that. He held that an advocate may properly maintain either side of any cause that a court may hear." Mr. Choate appeared probably in more trials of note than any of his contemporaries; in fact, his services were sought in all the celebrated cases of his time. Among his memorable cases was the income tax case, probably the one of widest interest, involving the constitutionality of the Income Tax Law of 1894. He appeared before the Supreme Court in May, 1895, to argue against the law; and though he was opposed by James C. Carter and other eminent counsel, the court decided in his favor. Maj.-Gen. Fitz John Porter, accused of gross disobedience of orders at the second battle of Bull Run, 29 Aug., 1862, was tried by court-martial, cashiered, and "forever disqualified from holding any office of trust or profit under the government of the United States." This led to a long and acrimonious controversy, with petitions for a reversal. President Hayes appointed an advisory board of three major generals, and Mr. Choate appeared as advocate for General Porter. The board recommended annulment of the sentence, but a bill to that effect failed to pass Congress. It was passed later, but was vetoed on a technical objection by President Arthur. When it was passed a second time, President Cleveland signed it. This was perhaps the most famous case of the kind that ever occurred. The circumstances of the battle were so peculiar, and the testimony so conflicting, that there was room for honest difference of opinion. Mr. Choate's chief credit was due to the minute and patient care with which he studied the campaign in its every element—military, topographical, psychological, legal—and made

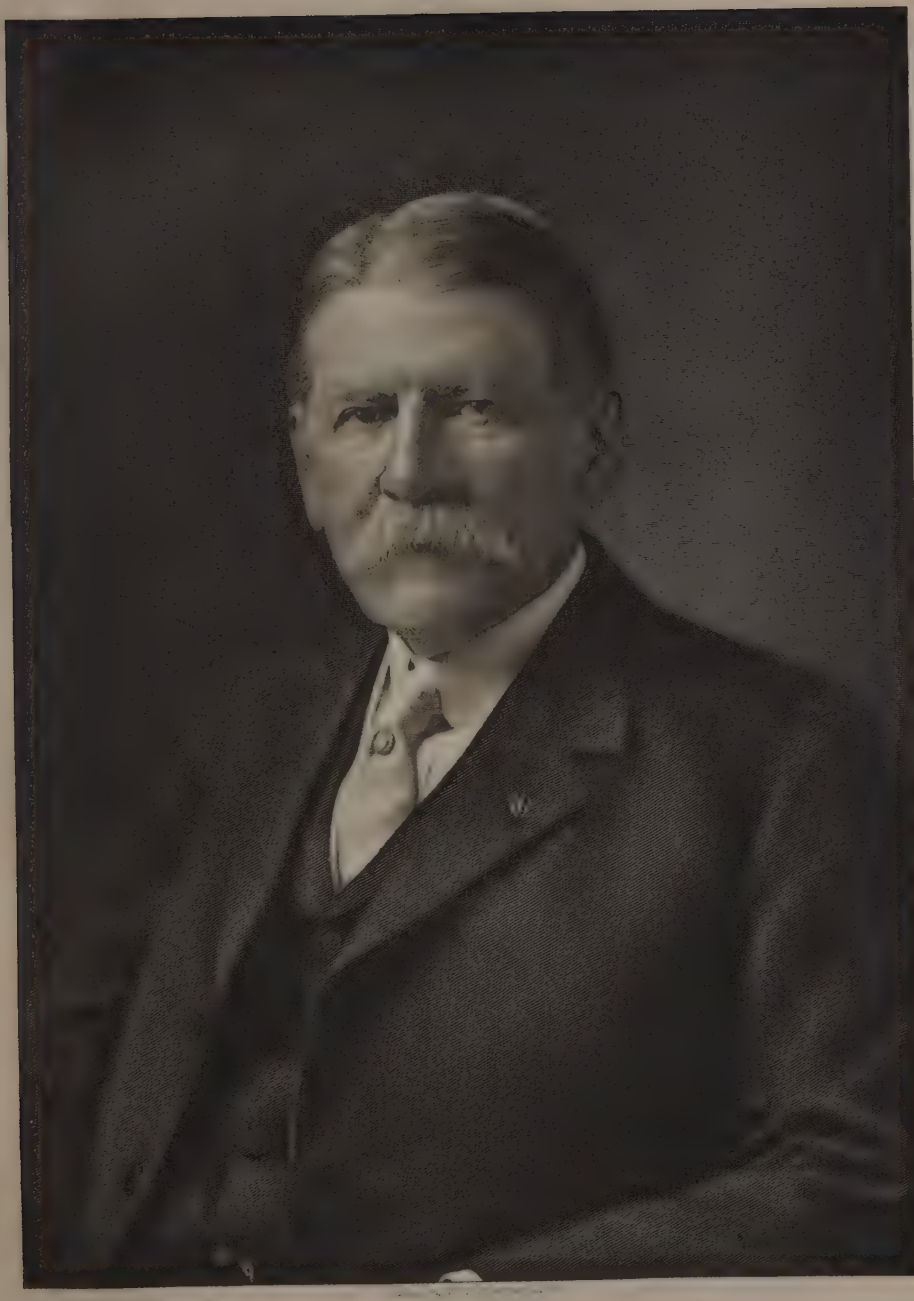
himself complete master of the problem; and Mr. Choate not only succeeded in establishing Porter's innocence, but in having him restored to rank. Another unique and intricate case was that of Luigi di Cesnola, who, while American consul at Cyprus, exhumed a great number of antiquities in that island, and brought them to the Metropolitan Museum of Art. Certain critics questioned their genuineness, declaring that many of them were either wholly spurious or patched up. The newspapers were fiercely partisan, and the matter was submitted to a committee of five well-known citizens, who pronounced in Cesnola's favor. Then a libel suit was brought against him, and the jury disagreed. Mr. Choate, as Cesnola's advocate, made an extensive study of archæology. It might be said that in such cases he was his own expert. Among other important cases in which he appeared were the contests over the wills of Commodore Vanderbilt and Samuel J. Tilden. In the test of the Chinese Exclusion Act he argued against the validity of the law. Another singular case was that of David Naegle. David S. Terry, who had killed Senator Broderick in a duel, had a grudge against Justice Field of the Supreme Court, because of a decision that disinherited his wife, and he threatened the life of the Justice. Therefore Naegle, a detective, was assigned to duty to protect him. When Terry found Field in a railroad restaurant in California, and struck him while Mrs. Terry ran back to the train for a revolver, Naegle promptly shot him dead. For this, Naegle was tried, the plea being that the federal government had no right to authorize such a proceeding in California. Mr. Choate argued for the supremacy of the government, and Naegle was acquitted. The Pribilof Islands in Behring Sea, which belong to the United States, are the breeding-grounds of the very valuable Alaska seal herd; and serious complaints were made when Canadian boats from Victoria persisted in pursuing the seals on their way to and from the breeding-ground and killing them indiscriminately in the deep sea, which threatened destruction of the entire herd. The American contention involved the assumption that Behring was a closed sea and the seals belonged to the United States. The question was arbitrated, Mr. Choate conducted the case for the Canadians, and they won. He was counsel for David Stewart in his suit against Collis P. Huntington, one of the principal owners of the Central Pacific Railway, for recovery of a very large sum, claimed as the result of a stock transaction; and he was counsel also for Richard M. Hunt, the eminent architect, against Paran Stevens, for whom he built the Victoria Hotel. In the former case he was opposed by Roscoe Conkling, and in both cases his powers of ridicule were displayed liberally. But the most notable and picturesque case in this respect was that of Laidlaw against Sage. A lunatic had entered the office of Russell Sage carrying a bomb and demanding a million dollars. Presently he dropped the bomb, which exploded, killing him and another man, and wounding Laidlaw, who was there on a business errand. Laidlaw declared that Mr. Sage had seized him and used him as a shield to protect himself. Mr. Choate who appeared for the plaintiff, in his cross-questioning and his plea played humorously upon Mr. Sage's reputation for penuriousness and won a verdict of $25,000 for his client. On appeal, the verdict was set aside, and a second trial gave the plaintiff $43,000. This also was set aside on appeal, the higher court holding that ridicule of Mr. Sage's personal peculiarities should not have been allowed. Mr. Choate was engaged in two notable political cases. One was the prosecution of the notorious Tweed ring in the city of New York; the other was known as the "theft of the State Senate by the Hill ring," one Maynard being seated there on the strength of a spurious return. In the contest over the will of Mrs. Leland Stanford, Mr. Choate's success secured the establishment of Leland Stanford Junior University with a magnificent endowment. He also appeared in the Credit Mobilier case, involving the contract for the construction of the Union Pacific Railroad; several cases against the so-called Standard Oil Trust and the Tobacco Trust, involving millions of dollars; Gebhard vs. Canada Southern Railway Company, affecting the rights of holders of foreign railway bonds; Miller vs. Mayor, etc., of New York, concerning the lawfulness of the construction of the first New York and Brooklyn Bridge; the Bell Telephone case, involving the validity of the basic Bell telephone patent; Philadelphia Fire Association vs. New York, involving the constitutionality of the reciprocal and retaliatory taxation laws against foreign corporations enacted by many of the States; the defense of Commodore McCalla, charged with alleged breaches of the naval regulations, before the naval court-martial; the Kansas prohibition law case, in which was attacked the validity of the Kansas liquor law; Hutchinson vs. the New York Stock Exchange and of Loubart vs. the Union Club, in each of which he succeeded in securing the reinstatement of the plaintiff to membership, and because of the novel questions involved, attracted great public interest. Among the sensational will contests in which he participated were the Cruger, A. T. Stewart, Hopkins-Searles, Hoyt and Drake, and he also conducted the investigation of the *Defender-Valkyrie* controversy, arising out of charges made by Lord Dunraven as to the conduct of the international yacht race between those boats. His audacity in the courtroom was not exhibited solely toward witnesses and opposing counsel; on occasion it struck toward the bench. To one judge who was listless he said: "Your honor, I have forty minutes in which to sum up, and I shall need every minute of it and your strict attention besides." "You shall have it," said the judge. On another occasion the presiding judge was about to punish John W. Goff for alleged discourtesy to the court while defending a prisoner. Mr. Choate denied that Goff had committed the offense. "But I saw him do it," said the judge. "Then," said Mr. Choate, "of course it becomes a question between your honor's personal observation and the observation of a cloud of witnesses who testify to the contrary. Was your honor ever conscious of being absolutely convinced from the very outset of a trial, that a certain person was guilty? If not, you are more than human. Was your honor ever conscious, as the trial proceeded, that it was impossible to

conceal your conviction? If not, you are more than human. That has happened in many courts, and when it does happen it rouses the spirit of resistance in every advocate who understands his duty." And Mr. Choate carried his point. His abounding humor, ready wit, and easy delivery made him a successful after-dinner speaker and he was called on for popular addresses on many public occasions. His published work consists of little else than such addresses, some of which were greatly admired. Among these were his tributes to Abraham Lincoln, Admiral Farragut, Benjamin Franklin, Rufus Choate, and the United States Supreme Court. He spoke also in favor of abolishing the exemption of American ships from tolls in using the Panama Canal. Though he sometimes took part as a speaker in political campaigns, beginning with his speeches for Frémont in 1856, he was a candidate for political office but once. He had said that he would neither seek office nor decline it if it were offered. In 1897, Republicans who were dissatisfied with Senator Platt attempted to replace him with Mr. Choate; but Mr. Platt secured his re-election by control of the Republican caucus in the Legislature. Mr. Choate presided over the State Constitutional Convention of 1894, and headed the American delegation to The Hague Conference. He never saved up his wit for special occasions, but let it fly out whenever and wherever circumstances suggested it. Much of it came from his familiarity with classic literature and his ready knack of giving an unexpected application to a familiar passage. On an occasion when he was addressing a large audience, while the portly form of President Cleveland was beside him, after the famous witticism about the "Sun" and the "Post," and their alternative relations to vice and virtue, he pretended to increase the perplexity with, "We are puzzled, too, to know 'on what meat doth this our Cæsar feed that he has grown so great.'" Many epigrams and bits of unstudied humor have been popularly attributed to Mr. Choate, some of which he disowned; but he acknowledged the authorship of the most original and pleasing of them all. Being asked at a dinner who he would choose to be if he could not be Joseph H. Choate, he answered promptly, "Mrs. Choate's second husband." In 1899 President McKinley appointed Mr. Choate Ambassador to the Court of St. James's, to succeed Hon. John Hay, and he held that office six years. His great learning, ready wit, and geniality made him a favorite in England. And well he might be; for his interest was not confined to the Court and the attractions of London. Accompanied by his daughter, he made frequent tours in the kingdom, entered into the spirit of village life, and especially visited the country schools, where sometimes he catechized the children in a pleasantly humorous way, rewarding the best answers with a little money. In a Fourth-of-July speech in London he said that studies of English manners and institutions took him back to "the time when the dear mother country had not seceded from the common partnership," and he momentarily took away the breath of his auditors by adding gravely that the way was open for the mother country to come back. When his term of office was ended and he was preparing to return home, every possible honor was conferred upon him. Oxford gave him the degree of D.C.L. as a matter of course; but, most notable of all, he was made a bencher of the Inner Temple, an honor that had not been presented to an American since it was given to five signers of the Declaration of Independence. He received also the freedom of the city of Edinburgh. He was entertained by the Pilgrims Club, Lord Roberts presiding, and bench and bar united in an affectionate farewell. Both of his law partners died during his absence, but on his return he resumed practice. He was now called upon for many public services. At various times he was president of the American Bar Association, the New York State Bar Association, New York City Bar Association, Harvard Law School Association, Harvard Alumni Association, the Union League and Harvard Clubs, the New England Society of New York, and the Pilgrim Society; a governor of the New York Hospital, a trustee of the Metropolitan Museum of Art and of the American Museum of Natural History since the foundation of each, vice-president of the American Society for Judicial Settlement of International Disputes, foreign honorary fellow of the Royal Society of Literature, member of the Colonial Society (Mass.), the American Philosophical Society, trustee of the Equitable Life Assurance Society, the New York Life Insurance Company, and director in the German Alliance Insurance Company and the German-American Insurance Company. He was also president of the New York Association for the Blind and of the Board of Managers of the State Charities' Association. On 24 April, 1917, he delivered a notable address at the annual meeting of the members of the Associated Press, in which he said: "If Lincoln were here today, his prayer would be verified and glorified into the prayer that all civilized nations shall now have a new birth of freedom, and that government of the people, by the people, and for the people shall not perish from any portion of the earth. Now I think it is not difficult to understand what this war is. It is a war for the preservation of free government throughout the civilized world. And I believe that I may include in that not only free governments of the allied nations and the neutral nations, but of Germany itself." This same speech contained a specimen of his high magnanimity. From the beginning of the war in Europe his sympathies were ardently with the Allies. Impatient at what was commonly regarded as delay on the part of the Administration, he became a severe critic of President Wilson, and his demand, "For God's sake, hurry up!" echoed throughout the country. But relations with Germany had just been severed, and Mr. Choate remarked: "But now we see what the President was waiting for and how wisely he waited." Mr. Choate was a lover of peace and of justice secured by peaceful means. At the Second Hague Peace Conference, where he headed the American delegation, he was the champion of every method of abolishing war. In his proposal for compulsory arbitration, which succumbed to the fatal opposition of Germany, he had an impassioned burst about the alternatives to settlement of international disputes by judicial process—a burst which almost has a prophetic

air, in view of what has since occurred: "Let us resume all the savage practices of ancient times. Let us sack cities and put their inhabitants to the sword. Let us bombard undefended towns. Let us cast to the winds the rights of security that have been accorded to neutrals. Let us make the sufferings of soldiers and sailors in and after battle as frightful as possible. Let us wipe out all that the Red Cross has accomplished at Geneva, and the whole record of the First Peace Conference at The Hague, and all the negotiations and lofty aspirations that have resulted in the summoning of the present conference." If since the war he displayed indignation against Germany's reversion to barbarous warfare, it was prompted by his instincts as an international lawyer and a friend of peace. In May, when the city of New York welcomed and feted the French and British envoys—Marshal Joffre, M. René Viviani, and the Right Honorable Arthur James Balfour—Mr. Choate, as chairman of the Mayor's Committee, was the chief speaker at all the functions. Sunday, 13 May, he attended the services in the Cathedral of St. John the Divine, and on bidding farewell to Mr. Balfour at the close he said cheerily: "Remember, we shall meet again, to celebrate the victory." Monday night he was taken seriously ill, and with the words, "I think this is the end," he passed away. Although he had just recovered from an attack of grippe, he seemed in good health and entered with zest into the various receptions tendered the French and the English war missions. His death, however, due to heart failure, was attributed directly to overexertion incident to his participation in these many celebrations. It was a shock to the community. Besides the countless tributes of affection and admiration and tokens of gratitude by the civic and benevolent associations in which he was interested in America, it brought expressions of sorrow from every quarter of the globe. President Wilson in his message of sympathy to Mrs. Choate said: "May I not join in expressing what I believe to be the grief of the whole nation at the death of your honored and distinguished husband. The news of it came as a great shock to me, and I wish to carry to you my most heartfelt sympathy." Among the condolences from abroad was one from King George to Mrs. Choate, which read: "The Queen and I are much distressed to hear of the sudden death of Mr. Choate, whom we knew so well and regarded with a strong feeling of friendship and respect. My people will join with me in mourning the loss of your husband." There were many eulogiums in America. The special memorial meeting of the Union League Club, of which he was a member for fifty years and president in 1873, vibrated with speeches of deep and personal feeling by many of its members, including Charles E. Hughes, president of the club, and Chauncey M. Depew. The resolutions which they adopted characterized him as "eminent in all his walks in life and pre-eminent in the hearts of all his fellow citizens. . . . To Mr. Choate was given the supreme blessing of arriving at the wisdom and distinction of age without revealing the penalties of advancing years. Never did he stand more gracefully or more majestically in the public eye than during those last days when he filled a part exacting and conspicuous in the civic ceremonials of welcome to the allied commissioners of France and England." The Merchants' Association in an extensive statement said: "For the benefit of those who give or will have the future opportunity to give personal service in civic affairs we earnestly commend a study of the life of Joseph Hodges Choate, distinguished lawyer, diplomat, statesman, companion, and friend." As a mark of honor all the official flags and those on many office buildings, clubs and private residences in New York were lowered to half-mast. Mr. Choate was interested in numerous charities, especially those devoted to the blind, in appreciation of which the school and workshop in Paris for soldiers blinded in battle was named in his honor—the Phare de France-Choate War Memorial, of which he had become president of the committee at its organization soon after the war started. Not only did high officials of the European nations join in tribute at the funeral ceremony in America, but impressive memorial services in his honor were held abroad. In St. Margaret's Church, Westminster, England, the Archbishop of Canterbury said: "Mr. Choate was a pre-eminently great American citizen, a conspicuous example of what is pure and without reproach in the public civil life of a great country." At the services in Temple Church, London, the Lord Chief Justice said: "Mr. Choate was a lawyer above everything. He was cradled in the law, loved his profession, and his thoughts were influenced by the study of the law. He was not only an American lawyer but a bencher of the Inner Temple. He also was a great Ambassador and one of the most distinguished citizens of the United States. He is remembered as one who was graceful and eloquent in his orations and dignified and lofty in his more serious utterances. He had charm and humor in his lighter efforts, and throughout all there could always be traced one great ideal, co-operation between our two nations." Besides the host of distinguished men gathered within St. Bartholomew's Church, New York, at the funeral service, thousands, with bared heads, kept silent vigil outside, while the school children in New York in special assembly were learning the life of their country's first citizen—the highest type of American culture. He was buried in his private cemetery at Stockbridge, and the ceremony was marked by the revival of an ancient burial custom: the body was carried to the grave on a farm wagon covered with branches of laurel and drawn by two horses from his estate, "Naumkeag." He was married, 16 Oct., 1861, to Caroline Dutcher Sterling, daughter of Frederick A. Sterling, of Cleveland, Ohio, and they were the parents of five children. He is survived by his wife and three children: George, Joseph Hodges, Jr., and Mabel Choate.

PORTER, Horace, soldier, author, and diplomat, b. in Huntingdon, Pa., 15 April, 1837, son of David Rittenhouse and Josephine (McDermett) Porter. His father was State senator and twice elected governor of the State of Pennsylvania, and upon his retirement from public office engaged extensively in the manufacture of iron at Reading, Harrisburg, and Lancaster, Pa. The first American ancestor

Horace Bate



Horace Porter

was Robert Porter, who emigrated from Londonderry, Ireland, in 1720, and settled in Londonderry, N. H., afterward buying land in Montgomery County, Pa. His son, Andrew Porter, the grandfather of Horace Porter, was a man of great distinction in both State and military affairs. He early manifested talent for mathematics, and under the advice of Dr. David Rittenhouse opened, in 1767, an English and mathematical school in Philadelphia. On the outbreak of the Revolution he was appointed, by Congress, a captain of the marines; was transferred later to the artillery, where he was advanced through various promotions to the rank of colonel of the Fourth Pennsylvania Artillery, and held this command to the close of the war. In 1773 he declined the chair of mathematics at the University of Pennsylvania, and in 1812, on account of the infirmities of old age, declined the offices of brigadier-general of the U. S. army, and of Secretary of War in President Monroe's Cabinet. Gov. David R. Porter lived in Harrisburg, Pa., during his tenure of office, and his son Horace there obtained his early education. Later he attended school in Lawrenceville, N. J., preparatory to entering Princeton University; but having decided upon a military career, he entered the Lawrence Scientific School of Harvard University in 1854. He was appointed to West Point a year later, being graduated 1 July, 1860, in a class that was one of the only two that ever passed through a five-year term. He was third in rank among forty-one classmates, many of whom later became famous in military life. Horace Porter was unusually well equipped by nature and training for a successful career and his education was completed just at the time when his country stood most in need of his services. From his grandfather he had inherited a mathematical turn of mind as well as a preference for military life, and when a boy had become thoroughly acquainted with machinery in his father's iron works. He early manifested great inventive genius and invented a water-test for boiling water, which was successfully employed in his father's furnaces. He is also the inventor of the ticket-canceling boxes in use on the subway and elevated stations in New York City. This peculiar mental combination of mechanical and military tendencies strongly biased General Porter in the selection of his arm of service, and he adopted the ordnance, being appointed to a brevet second lieutenant, 1 July, 1861. He remained at West Point as inspector for the next three months, and then joined the expedition against Port Royal under General Sherman and Admiral Dupont. Later he received his appointment as first lieutenant of ordnance, and in the next year acted as assistant ordnance officer at Hilton Head, afterward engaging as chief of ordnance and artillery, in the erection of batteries at Tybee Island, Ga., for the reduction of Fort Pulaski. During the ensuing siege, which occurred 10 and 11 April, 1862, Lieutenant Porter was breveted captain, his commission having been granted "for gallant and meritorious services at the siege of Fort Pulaski." He was also presented with a sword captured from an officer of the enemy, bearing Captain Porter's name and the inscription, "For gallant and meritorious service." Captain Porter was next connected with the James Island expedition, and during the assault on Secessionville, S. C., was wounded in the hand by a piece of shell. In July, 1862, he was made chief of ordnance of the Army of the Potomac under General McClellan; joined his new command at Harrison's Landing, on James River, and superintended the military transfer into Maryland. After the battle of Antietam, 29 Sept., 1862, he was made chief of ordnance of the Army of the Ohio; on 28 Jan., 1863, became chief of ordnance of the Army of the Cumberland; and 13 March was appointed as captain, and, until November, engaged in general staff duty on the field. At the battle of Chickamauga, 19 and 20 Sept., 1863, Captain Porter won particular distinction. With 500 men, and without orders, he rode to the top of a hill that was partly screened by underbrush, and by keeping up a rapid fire, to give the impression of a much larger force, delayed the enemy for at least twenty minutes, so that a number of guns and provision wagons were saved for the forces of General Rosecrans, of whose staff Captain Porter was a member. Nearly all of his men were killed or wounded, and he himself was wounded by a fragment of a shell, but was the last to leave the hill. For his conspicuous gallantry and initiative on this occasion Captain Porter received the Congressional Medal of Honor. He was next assigned to duty at Chattanooga under General Thomas, who succeeded General Rosecrans as head of the Army of the Cumberland. Here he first met General Grant, upon whom he made such an excellent impression that the general shortly afterward wrote to Washington asking for the appointment of the young officer as brigadier-general in his own military division. When General Grant was made lieutenant-general of all the armies, he appointed Captain Porter an aide-de-camp upon his staff with the rank of lieutenant-colonel, the appointment dating April, 1864. In this capacity he served with General Grant in the field through the Wilderness and Petersburg campaigns, and until the end of the war. At the battle of the Wilderness, he was brevetted major, "for gallant and meritorious service." During the four years of his military career he was promoted five times, always for "gallant and meritorious military service" in the field. After the explosion of the mine at Petersburg, when General Grant went to the front on foot to order the withdrawal of the assaulting columns, he took with him only one aide-de-camp, Colonel Porter. Together they climbed over the obstructions, passed through the artillery fire of the enemy, and successfully executed this heroic act which they would not have asked of any private. On 16 Aug., 1864, Colonel Porter was brevetted lieutenant-colonel of the U. S. army, and in February, 1865, he was made brigadier-general of volunteers. He was present with Grant at the capitulation of Lee at Appomattox Court House, and in recognition of his services was presented by General Grant with the headquarters flag used on that occasion. On 13 March, 1865, he was brevetted a brigadier-general of the U. S. army. At the close of the war General Porter remained with General Grant at headquarters at Washington. His relations with General Grant continued to be

very close, and on occasions when Grant was present at receptions given in his honor, General Porter always responded in behalf of his old commander to the toasts and addresses made complimentary to him. On these occasions General Grant found a brilliant substitute in General Porter, whose eloquence and wit as an orator rank him among the great after-dinner speakers of the country, such as Joseph H. Choate, Chauncey M. Depew, James T. Brady, William M. Evarts, Richard O'Gorman, Ogden Hoffman, and John Van Buren. Apropos of his ability as an orator is the following anecdote: "Joseph H. Choate, in concluding one of his brilliant speeches at a dinner at which both General Porter and Chauncey M. Depew were present, extended to them a greeting that was warmly applauded: 'I am sure,' he said, his face beaming with delight, 'you would not allow me to quit this pleasing program if I did not felicitate you upon the presence of two other gentlemen without whom no banquet is ever complete. I mean, of course, General Porter and Mr. Depew. Their splendid efforts on a thousand fields like this have fairly won their golden spurs.'" At the close of Grant's first administration, in 1873, General Porter retired from active military life. He had been engaged in inspection of army posts from 1866; as Assistant Secretary of War, in 1868; and as private secretary charged with private business during Grant's term of office. General Porter later entered business life as vice-president of the Pullman Palace Car Company. This connection brought him into contact with the promoters of the West Shore Railroad, and he became its first president, in 1883. He was also associated with a number of other large ventures and was recognized as a powerful element in important financial operations. He became the first president of the New York, West Shore and Buffalo Railroad Company; president of the St. Louis and San Francisco Railway Company; director in the Atlantic and Pacific Railway; Burlington, Cedar Rapids and Northern Railway; Oregon Railway and Navigation Company; Ontario and Western Railroad; Hannibal and St. Joseph Railroad; the U. S. Guarantee Company; Equitable Life Assurance Company; Land and Improvement Company; and the Continental National Bank. General Porter was not content to rest with his reputation as an army officer and a financier, but rendered important public service in many ways. He personally collected the necessary funds, amounting to $600,000, for the erection of Grant's Tomb, in Riverside Drive, New York City. He spent $35,000 of his own money and the greater part of six years in France in locating and bringing to the United States the body of John Paul Jones, receiving for his services, by unanimous vote, the thanks of Congress and the privilege of the floor of both Houses for life. The remarkable search which ultimately resulted in the finding of the body of John Paul Jones, not improperly considered the father of the U. S. Navy, was begun in June, 1899. The admiral had died in Paris, 18 July, 1792, during the most turbulent days of the French Revolution, which may, in a measure, account for the little interest that was taken in the event on this side of the Atlantic. The place of his burial remained a mystery, not to be solved for more than 100 years. The account of General Porter's long search reads like a modern detective novel. His first task was to find some record of the burial. This had undoubtedly been registered, but the register, which had been housed in an annex of the Hotel de Ville, was burned during the days of the Commune, in 1871. The elder Dumas, in his romance "The Pioneer," indicates that John Paul Jones was buried in the Peré Lachaise Cemetery. An examination of the old register of this cemetery soon proved that this statement was really not more than it pretended to be—fiction. An examination of the registers of other cemeteries which had existed at the time of Paul Jones' death proved equally unavailing. The first promising clew that presented itself was an article in an old antiquarian magazine, written by Charles Read, an archeologist, who quoted what he declared was a copy of the registration of the burial which had been burned with the Hotel de Ville. This stated that John Paul Jones had been buried in the cemetery for foreign Protestants. Mr. Read added his personal opinion that this must have been the Cemetery of St. Louis, since the word "the" would indicate only one such a cemetery, and the Dutch ambassador had requested the French government that the Cemetery of St. Louis be reserved for this purpose. An investigation of all old records bearing even indirectly on this point finally convinced General Porter that Mr. Read's opinion had been based on sound logic. But the Cemetery of St. Louis had been closed in 1793, within six months after John Paul Jones' burial there. The space it had once covered was now in a very unpleasant quarter of the city, one of the slums, in fact, on which stood a block of buildings of inferior class, the neighborhood being known as "Le Combat," from having been formerly the scene of dog and cock fights. Old plans of that section of the city were next consulted and the ancient boundaries of the cemetery were defined with some accuracy. From letters written at the time of John Paul Jones' death to his sister, by a friend who was with him during his last moments, it was known that he had been buried in a lead coffin, at the expense of a French police official. Thus there was hope that there might remain some means to identifying the remains. General Porter now proposed to tunnel the old site of the cemetery, under the houses. After a delay of two years, on account of the exorbitant prices demanded by the house owners, this work was finally begun, under the supervision of M. Paul Weiss, a member of the Paris municipal engineers, assigned to the work by the mayor. Several shafts were sunk, then began the tunneling, back and forth. That there had been no mistake in the location was indicated by the heaps of bones that were unearthed. On 22 Feb., 1906, the workmen unearthed a lead coffin, the first of five that were discovered during the operations. The copper plate fastened to this coffin, however, proved its occupant to have been one Richard Hay. The second lead coffin also contained unmistakable proofs that the end of the search was not yet. On 31 March, the third lead coffin was discovered. This bore

no plate, or any other outer means of identification. It was, therefore, removed from the tunnels and opened. A powerful smell of alcohol escaped through the first aperture that was made, and as the work proceeded it was obvious that the body had been preserved in spirits, a custom by no means uncommon in those days. Finally the body was entirely uncovered, except for the winding sheet. When this was removed from the features of the corpse, the crowd of spectators gasped, for not only were they in a wonderful state of preservation, but those present who were acquainted with the appearance of John Paul Jones, through portraits and busts, had no difficulty in recognizing him. All the tests that science was able to apply were now brought into requisition. An autopsy showed unmistakable signs of the disease from which John Paul Jones had died; not only that, the lungs still bore scars of pneumonia, and it was known that he had suffered from pneumonia while in the Russian service, and that he had been compelled to leave Russia on that account. On 20 April, the body was carefully restored to its lead coffin, which was placed in a second and a larger lead coffin, then placed in the vaults of the American Church of the Holy Trinity, to await the disposition of the American government. On receipt of the reports President Roosevelt immediately sent a battleship squadron to bring the body home, there to be interred in the crypt of the new chapel of the Naval Academy, at Annapolis. A French fleet welcomed the American squadron. With magnificent and impressive ceremonies, participated in by the French government, the body was brought aboard the American battleship, and so carried across the ocean under the flag which John Paul Jones had been the first to fly from the gaff of any warship. Included among the many historical occasions upon which General Porter has been orator was, the inauguration of the Washington Arch, New York, 1895; dedication of Grant's Tomb, April, 1897; inauguration of the Rochambeau Statue, Washington, D. C., May, 1902; centennial of the foundation of West Point Military Academy, June, 1902; interment of the body of John Paul Jones at Annapolis, April, 1906; unveiling of the statue of General Sheridan, in Washington, D. C., November, 1909; memorial services in Brooklyn, N. Y., upon the death of General Sherman; unveiling of the bust of General Hancock; unveiling of the Grant Equestrian Statue in Brooklyn; and the laying of the Soldiers' and Sailors' Memorial at Pittsburgh, Pa., General Porter has held many positions of public trust. In 1892 he was delegate to the National Republican Nominating Convention, making the speech nominating Whitelaw Reid for vice-president. In November, 1897, General Porter organized the "sound money" parade in New York City, and on this occasion marched at the head of a column of 135,000 citizens. He also commanded the inaugural parade in Washington, D. C., on the occasion of McKinley's first inauguration. He was appointed U. S. ambassador to France in 1897, and served until 1905. For several years also he was honorary president of the American Chamber of Commerce in Paris. In 1901 the Sultan of Turkey bestowed upon him the "Gold Medal for Patriotism"; in 1904 the French government conferred upon him the "Grand Cross of the Legion of Honor," the first time it was ever awarded to an American. While in Paris, General Porter delivered a number of notable orations in the French language. In 1907 he was appointed delegate, with the rank of ambassador, to the Second Hague Peace Conference, where he succeeded in having adopted by the nations the "Proposition Porter," which prohibited the collection by force of arms of contract debts, claimed to be due from one government to the citizens of another government, and he compelled resort to peaceful arbitration. General Porter is a fluent writer, a lover of books, and an accomplished linguist. He is the author of "West Point Life" (1866); "Campaigning with Grant" (1898), and has contributed many articles of interest to the newspapers and periodicals of the country. He is a member of many prominent military and social organizations; is president of the Grant Monument Association, Union League Club, Society of the Army of the Potomac, Association of West Point Graduates, U. S. Navy League, National Society of the Sons of the American Revolution; vice-president of the International Law Association, and honorary member of the Society of the Cincinnati; a member of the New York State Bar Association; New York Chamber of Commerce; Society of Foreign Wars; Literary Society of Princeton University; the Metropolitan, Century, University, Authors', Lotus, and other clubs; is commander of the George Washington Post of the G. A. R., and the Military Order of the Loyal Legion; and is a patron of the Metropolitan Museum of Art and the American Museum of Natural History, New York City. He has received the degree of LL.D. from Williams College, and from Union, Princeton, and Harvard Universities. On 23 Dec., 1863, General Porter married Sophie K., daughter of John McHarg, of Albany, N. Y. They had three sons and one daughter, of whom two, Clarence and Elsie Porter, survive.

FRICK, Henry Clay, b. in West Overton, Pa., 19 Dec., 1849, son of John Wilson and Elizabeth (Overholt) Frick. His earliest American ancestor came from Switzerland in 1750, settling in western Pennsylvania. The line of descent is then traced through his son, George Frick, who established himself on a farm in that region; his son, Daniel Frick, b. in 1796, who married Catherine Miller in 1819; and their son, John W. Frick, b. in 1822, who was the father of the subject of this review. His mother was of German ancestry, the daughter of Abraham Overholt, a landowner and a leading miller and distiller in western Pennsylvania. Henry Clay Frick early gave evidence of the earnestness of purpose that distinguished his subsequent career. At the age of ten he is found attending the district school and, during the summer holidays, gathering sheaves in the wheatfield and performing other light chores on the farm, thereby earning sufficient money to buy his clothes for the ensuing year. At the age of fourteen he began his phenomenal business career as a clerk in a country store at Mount Pleasant, Pa., conducted by Overholt, Shallenberger and Company. At nineteen, he left the store to become book-

keeper in his grandfather Overholt's flouring-mill and distillery at Broad Ford, Pa., the center of the Connellsville coal district. A survey of Frick's activities in the coke industry is necessarily a history of the Connellsville region. He has been the leading spirit in its development, and he alone effected the consolidation of the industry as it now stands. With a foresight unusual in one of his years, he was the first to recognize the importance to the expanding iron industries of this rich deposit of coking coal; he built roads for transporting it, and in some centers Connellsville coke is known only as Frick coke. In 1871 young Frick, with Abraham O. Tintsman, one of his grandfather's partners, and Joseph Rist, organized the firm of Frick and Company. They had three hundred acres of coal lands and fifty coke-ovens. At this time there were not four hundred ovens in the whole Connellsville section, covering an area of one hundred square miles. In the following year Frick and Company erected one hundred and fifty more ovens. He was one of the projectors of the Mount Pleasant and Broad Ford Railroad, built about that time. During the financial panic of 1873 he displayed a capacity for business that made him supreme in the coke industry: he purchased or leased all the works and lands offered by frightened competitors, including the interests of his partners, and, in 1876, became sole owner of Frick and Company. By 1882, when Frick admitted the Carnegies into his business, it had acquired, under his masterful administration, 1,026 ovens and 3,000 acres of coal land. The company was then reorganized with a capital of $2,000,000, and a year later this was increased to $3,000,000 to keep pace with the growth of the trade. In 1889 the capital was further increased to $5,000,000, and the H. C. Frick Coke Company owned and controlled 35,000 acres of coal land, nearly two-thirds of the 15,000 ovens in Connellsville, three water plants with a pumping capacity of 5,000,000 gallons daily, thirty-five miles of railroad track, 1,200 coke-cars, and gave employment to 11,000 men, and its shipments of coal and coke amounted to 1,100 carloads a day. In 1895, when the capital of the H. C. Frick Coke Company was further increased to $10,000,000, it owned 11,786 ovens and 40,000 acres of Connellsville coal lands, with a capacity of 25,000 tons of coke a day—80 per cent. of the entire production of the Connellsville region. A little later its monthly output amounted to 1,000,000 tons, and the seeming miles of ovens, heaps of coal awaiting conversion, and the armies of workmen, were classed among the industrial wonders of Pennsylvania. By acquiring the interest of David A. Stewart, in 1889, Frick became second largest stockholder in Carnegie Bros. and Company, Ltd., was elected its chairman, became director in Carnegie, Phipps and Company, and resumed the presidency of the H. C. Frick Coke Company, which he had previously resigned. As chairman of Carnegie Bros. and Company, Ltd., he immediately achieved the signal victory of the many Carnegie successes. Alert to the advantages to be derived from the acquisition of a rival organization, the Duquesne Steel Works, he succeeded by the most skillful financiering and management in absorbing this formidable competitor without the outlay of a single dollar. Bought with nothing but a bond issue of $1,000,000, the plant paid for itself within one year. It soon became the most modern and best equipped steel works in the country; and its labor-saving appliances cut the cost of labor per ton of iron produced to one-half that prevailing elsewhere. In 1892 all the Carnegie interests, except coke, were consolidated into the Carnegie Steel Company, Ltd., and Frick was elected its chairman. His plans of unification, long maturing in his mind, were now to be realized. They not only involved the concentration of the corporate strength of the company, but the assembling of the many scattered establishments into a perfect industrial unit. This he effected by building the Union Railway—a masterly conception; for, besides enabling the company to regain possession of its own yards —hitherto preempted by the railroad companies—it united the widely separated works and connected them with every important railway in western Pennsylvania. As iron ore was now the only raw material purchased of outsiders, the acquiring of ore-fields next engaged his attention; and the Carnegie Company, by Frick's initiative and promptitude in securing one-half interest in the Oliver Mining Company, obtained a supply of high-grade Bessemer ore for its furnaces by the comparatively trivial arrangement of a $500,000 loan, secured by a mortgage on the properties, to be spent in development work. According to "The Inside History of the Carnegie Steel Company," a publication containing the most comprehensive statement of facts and figures upon the subject, this transaction met with the opposition of Carnegie, who prophesied its failure, not only in his letters from abroad, but also on his return from Europe, when he expressed himself so vigorously in condemnation of it that there ensued the first coolness between himself and Frick. Notwithstanding the successful working of the arrangement, Carnegie continued to place himself on record, with increasing emphasis, as opposed to the venture. It resulted, however, in a triumph for Frick; for the control of these great ore holdings gave the Carnegie Steel Company its impregnable position in the iron industry of the country. In 1896, when Oliver and Frick made a mining and transportation arrangement with the Rockefellers, these ore ventures resulted in a visible saving of $27,000,000; and upon the organization of the United States Steel Corporation the value of the Carnegie-Oliver Company's mines, according to the estimate of Mr. Schwab, was upwards of $500,000,000. Having thus provided an unfailing supply of ore at the mere cost of mining, Mr. Frick next became interested in perfecting plans for its economical transportation to the furnaces. Negotiations were accordingly opened for the acquisition of the Pittsburgh, Chenango and Lake Erie Railroad —"little more than a right-of-way and two streaks of rust," but with valuable terminal facilities at Conneaut Harbor. These resulted favorably; and by a number of constructive and engineering triumphs, including a steel bridge across the Allegheny River two-thirds of a mile long, its forty-two miles of road, now to be known as the Pittsburgh, Bessemer and Lake Erie Railroad, was rebuilt. In

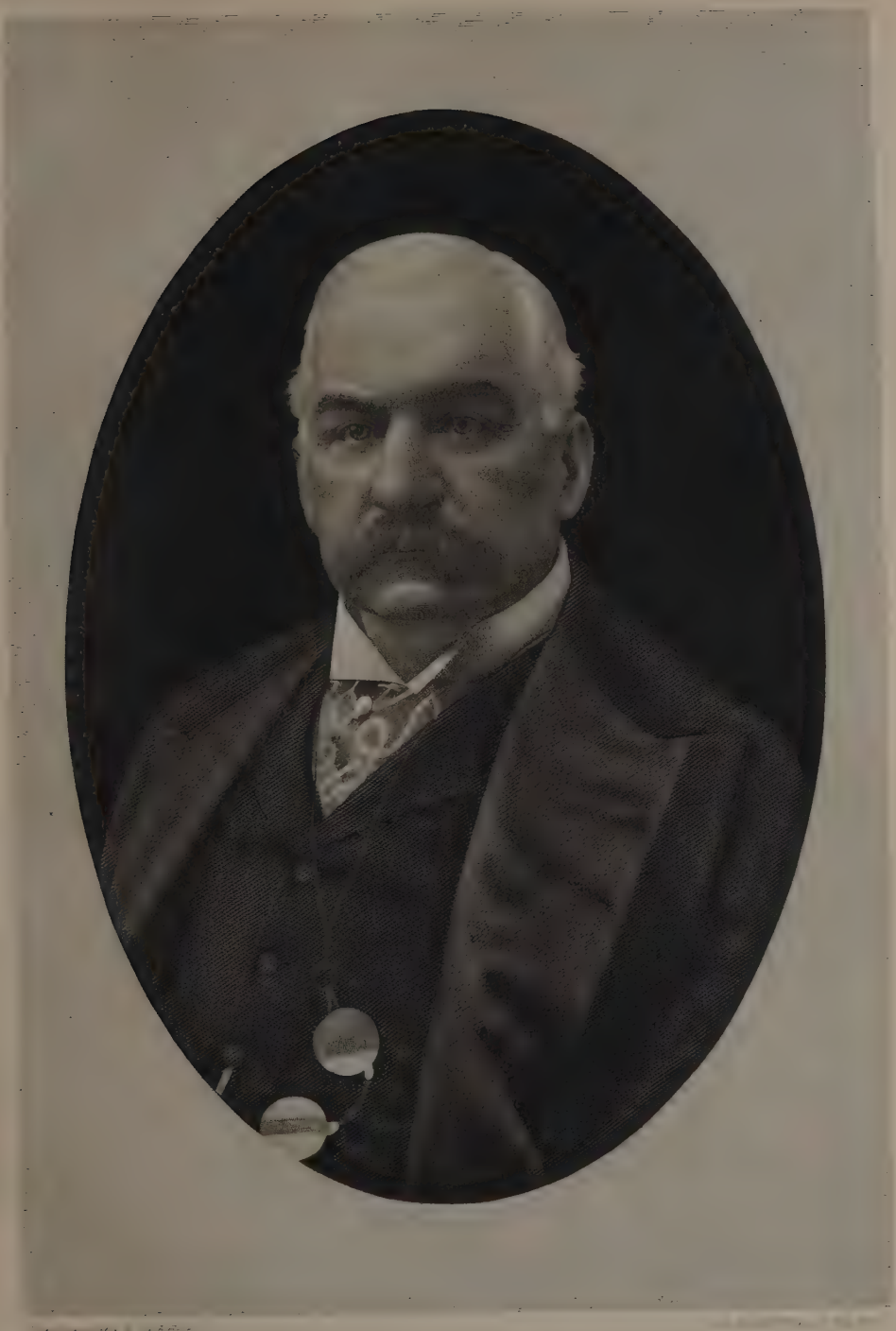
October, 1897, fifteen months after letting the first contract, ore trains consisting of thirty-five steel cars, each carrying 100,000 pounds, were running from the company's docks at Lake Erie over the company's own line to Bessemer. There they were distributed over the company's Union Railroad to the blast-furnaces at Braddock, Duquesne, and Pittsburgh. This great development likewise had cost nothing beyond an issue of bonds, made gilt-edged by the volume of traffic furnished by the Carnegie Steel Company itself. The only gap that now remained in Frick's plans of unification was on the Great Lakes; and to fill it the company bought a fleet of six steamers, of 3,000 tons capacity each, which it operated under the title of the Pittsburgh Steamship Company. Thus, did Frick accomplish the immense task of uniting the varied and often conflicting Carnegie interests. He had assembled the disorganized parts into a complete industrial unit that now owned its own mines, dug its own ore with machines of amazing power, loaded it into its own steamers, landed it at its own ports, transported it on its own railroads, distributed it among its many blast-furnaces, and smelted it with coke brought from its own coal mines and ovens and with limestone brought from its own quarries. From the moment the crude ore was dug from the earth until its final distribution as finished steel there was never a profit or royalty paid to an outsider. About this time Mr. Frick appointed a committee to report on a project he had formed for building a tube-works at Conneaut, the Lake Erie terminal of the Bessemer Railroad. Mr. Clemson, its chairman, after investigation, also favored the tube-works, but action was deferred because of a contemplated sale of the steel company to the Moore syndicate. Of course it was originally a simple business plan to build blast-furnaces and a tube-works at Conneaut that would call for Pittsburgh coal and coke and avoid the hauling of empty cars to the lake; but Carnegie, who as early as 1889 had been desirous of selling his interest, revived this project in 1899, and utilized it to force the purchase of the Carnegie Company by the United States Steel Corporation. Summarizing results, Frick, during his tenure of office, increased the annual earning power of the Carnegie works from $1,941,555 to $40,000,000, and their annual production of steel from 332,111 tons to 3,000,000 tons. Wide publicity was given this achievement on the occasion of the equity suit arising out of the threatened confiscation of a large share of Mr. Frick's interest in the Carnegie Steel Company, and the public, amazed at the high degree of efficiency attained, accordingly recognized him as the world's industrial monarch. Upon Mr. Frick's assumption of the office of chairman of the Carnegie Steel Company on 1 July, 1892, there began the fiercest labor battle ever waged—the Homestead Strike. Seven strikes in one or other of the Carnegie works had preceded this one, all accompanied by the customary importation of labor or the employment of non-union men, the engagement of Pinkerton detectives and the usual disorder and violence. Since 1886, however, labor conditions had become greatly intensified. Carnegie's series of lectures and essays glorifying the toiler were given full publicity throughout the country; and a liberal distribution of them by the labor leaders among the workmen rendered dissension comparatively easy. That he had furnished the labor leaders with a powerful argument Carnegie himself learned when he endeavored to settle a strike at the Edgar Thomson Mill in 1888. Regarding this, we quote from "The Inside History of the Carnegie Steel Company": "The usual strike resulted; but before it had gone far a committee of the strikers went to see Mr. Carnegie at the Windsor Hotel, New York. There he reasoned with them, and talked them into a conciliatory frame of mind; and they agreed to sign the contract he put before them. The affair seemed to have reached a happy conclusion; and the labor leaders left for Pittsburgh in the best of spirits. As Mr. Carnegie bade them good-bye, he pressed into the hands of each a copy of his 'Forum' essay. This the men read on the train; and on their arrival at Braddock they promptly repudiated the agreement they had signed and continued the strike." Carnegie, chagrined at the complications occasioned by the literal interpretation of his theories and unable to consider them free from the bias of self-interest, had Pinkerton guards engaged to protect the non-union workmen; and after a five-months' strike, accompanied by disorder and loss of life, the company won the contest in May, 1888. During the conflict Carnegie was in retirement in Atlantic City, where he was kept informed of its developments by his cousin, George Lauder. The cause of the Homestead Strike of 1892, which took on a militant aspect with opposing armed forces, pitched battles, sieges, night-surprises, and sharpshooting, was comparatively insignificant in itself, but in its implications was all-important. It involved the right of the Carnegie Company to conduct its own business, and grew out of the unfortunate settlement of a dispute at the same works in 1889—three years before Frick was in full control. The agreement then entered into, which expired in 1892, was productive of most irksome conditions. It not only detracted from the efficiency of the business by permitting the interference of the unions in many details of operation, but based the wages of a small number of the men on tonnage-output, which had since been so enormously increased by the introduction of new machinery and the adoption of improved methods that the "tonnage-men," as they were called, were receiving twice as much in wages as they themselves expected to get under the agreement, and which were far in excess of what competing manufacturers were paying for the same work. This prosperity enabled the tonnage-men to acquire great power in the labor organizations; and at their instigation the labor leaders refused to ratify a new agreement in which was reduced this excessive compensation of tonnage-men. Notwithstanding Carnegie's aversion to any conference with the workmen—as expressed in his letter from Europe, 10 June, 1892, when he said: "Of course, you will be asked to confer, and I know you will decline all conferences," and another, 17 June, in which he emphasized his uncompromising attitude toward the labor-union, saying: "Perhaps if Homestead men understand that non-acceptance means non-union forever, they will ac-

cept"—Frick cherished the hope of an amicable adjustment of the dispute, and conferred for six hours with a large committee of the workmen on 23 June. It resulted in an important concession to the men on one of the points at variance, but neither side would yield on other matters involved. In view of the defiant attitude of the labor leaders, Mr. Frick, with equal determination, proceeded in accordance with the plans formulated by Carnegie in his notice of 4 April, 1892, before he left for Europe. At that time Mr. Carnegie said: "These works, therefore, will be necessarily Non-Union after the expiration of the present agreement." Then the strike began and, notwithstanding the fact that out of over 3,800 men the wages of only 325 were affected, it soon involved not only the tonnage-men, but all other workers in the mill. The contest was characterized by great violence on the part of the workmen and a steadfast adherence to his own policy by Mr. Frick. The strikers formed a military organization, deposed the municipal authorities, and sent threatening letters to the company's officials, who, upon the failure of the sheriff to protect their property, attempted to land 300 watchmen from two barges. These being attacked with rifle shot and cannon, there resulted a serious loss of life on both sides. However, in extenuation of the hostility of the strikers—we quote from "The Romance of Steel": "The workmen had a conviction, almost a religious belief, that no outsiders had a right to come in and take their places during a strike. Andrew Carnegie himself a few years before had said: 'There is an unwritten law among the best workmen, Thou shalt not take thy neighbor's job.'" To Carnegie's benevolent theories the workmen evidently attributed the happy condition of affairs during the existence of the old agreement; although as the time approached for its revision he made elaborate preparations to avoid a repetition of the former blunder. He was also in full accord with the manner in which the strike was being conducted, having cabled Whitelaw Reid, who was endeavoring to bring about a settlement of the affair, that no compromise would be considered by him, and that he would rather see grass growing over the Homestead works than advise Mr. Frick to yield to the strikers. During all these exciting happenings at Homestead Mr. Carnegie, in order to elude the appeals of the workmen which it was foreseen his speeches and writings would call forth, was in seclusion at Rannoch Lodge, in Scotland, in accordance with plans made by him long before. In a cablegram to Mr. Frick, he said: ". . . Use your own discretion about terms and starting. George Lauder, Henry Phipps, Andrew Carnegie solid. H. C. Frick forever!" But the workmen seemed to believe that Mr. Frick was preventing the adoption of the Carnegie idealism. Much comment was provoked by Mr. Carnegie's inconsistency. The "St. James Gazette" reported that "Mr. Carnegie has preserved the same moody silence toward the members of the American Legation here; and all other persons in London with whom he is usually in communication have not heard a word from him since the beginning of the troubles at Homestead. . . . The news of the shooting of Mr. Frick has intensified the feeling of all classes against Mr. Carnegie." The "London Times" said: "The avowed champion of trade-unions now finds himself in almost ruinous conflict with the representatives of his own views. He has probably by this time seen cause to modify his praises of unionism and the sweet reasonableness of its leaders." Shortly after, a writer in the St. Louis "Post-Dispatch" wrote: "Say what you will of Frick, he is a brave man. Say what you will of Carnegie, he is a coward. And gods and men hate cowards." Incidentally, to this strike was attributed the defeat of President Harrison for re-election; and Senator Depew said: " . . . The Republican leaders attempted early in the campaign to have the strike settled and cabled to Mr. Carnegie direct without consulting Mr. Frick." In both the reports of the Committee of Investigation of the House of Representatives and of the Senate Committee, appointed to investigate the strike, there appeared quotations by the workmen of Carnegie's terse commandment to illustrate the course which Mr. Frick ought to have followed in his treatment of them. Thus appears the testimony of T. V. Powderly, general master workman of the Knights of Labor: "Does your organization countenance the prevention of non-union men taking the place of striking or locked-out men?" Powderly's pregnant reply was: "We agree with Andrew Carnegie, 'Thou shalt not take thy neighbor's job.'" On 23 July, 1892, a Russian anarchist gained access to Mr. Frick's office, shot him twice and stabbed him repeatedly. With a magnificent display of courage, he struggled to his feet and helped Mr. Leishman to subdue the fanatic, whom Mr. Frick later saved from the summary punishment of a deputy sheriff who rushed in and seemed about to shoot him. "No, don't kill him," said Mr. Frick; "raise his head and let me see his face." Although in a critical condition himself,—the doctors at first expressed little hope of his recovery,—Mr. Frick's chief concern was for his wife, who was seriously ill. While the doctors were operating upon him, Mr. Frick, with remarkable fortitude, completed several urgent business matters, including a cablegram to Mr. Carnegie stating that he was not mortally injured. Convinced of the fairness of the company's position in the strike—and subsequent events prove him to have been right—Mr. Frick did not permit this culmination of unbounded fury to influence his policy. Propped up in bed and swathed in bandages, he conducted the affairs of the strike until thirteen days later, when he unceremoniously returned to his office, having, the previous day, attended the funeral of his youngest child, born during the excitement. Despite the great efforts by which politicians and others sought to divert him from his course, Mr. Frick, with decency and firmness, kept steadily on and finally won the fight. When the troops were called out to quell the open reign of terror at Homestead, the Carnegie officials were put in possession of their property and the men returned to work. After less than a year's trial of the new scale of wages the men admitted the fairness of Frick's adjustment of the difficulties, and strikes and disagreements ceased. Having inherited a terrific labor conflict upon assuming the chair-

manship of the Carnegie Steel Company, an equally tempestuous situation threatened him upon his retirement, seven years later; and again there was no hesitation and no compromise. The trouble arose from certain differences between himself and Carnegie, which gradually widened into personal antipathy. From what can be learned from the many publications upon the subject, it was due to the cumulative effect of their disagreements upon several questions, such as Frick's ore venture; the price the steel company should pay for coke; Carnegie's chagrin at the failure to complete the sale of the business to the Moore Syndicate, and the company's contemplated purchase of land from Frick. Carnegie's insinuation concerning the profit Frick might have made from this last was the culminating factor in the clash. The company wanted to purchase this land, and Frick offered it at $500 an acre less than its appraised value; but upon learning of Carnegie's criticisms, he withdrew his offer, and later sold it elsewhere for half a million dollars more than he had asked the Carnegie Steel Company. Mr. Frick indignantly resented this insinuation by an arraignment of Mr. Carnegie which he made official in an open minute, spread upon the records of the Carnegie Steel Company. To this Carnegie did not reply until the Board of Managers approved the minutes at their next meeting. He then called the Board of Managers together and demanded that they request Mr. Frick's resignation. The junior partners were reluctant to comply, but by his power of majority interest in the company Carnegie silenced all opposition; and Mr. Frick, in the interest of harmony, tendered his resignation. Messrs. Henry Phipps and Schwab tried to bring about a reconciliation, but failed; and Schwab, in a letter to Frick, wrote: ". . . Under these circumstances there is nothing left for us to do but obey, although the situation the board is thus placed in is most embarrassing. . . ." Schwab had admitted his obligations to Frick, and frankly attributed his success to him. "If I have anything of value in me," he wrote, Mr. Frick's "method of treatment will bring it out to its full extent"; and he "regarded with more satisfaction than anything else in life—even fortune—the consciousness of having won" Mr. Frick's "friendship and regard." Having accomplished Frick's expulsion from the chairmanship, Carnegie apparently seemed satisfied; but a month later he returned to the attack with an elaborate scheme which he had meditated for the complete "ejecture" of Frick. He called a meeting of the managers and urged them to go through the ritual he had prepared. This contemplated the forcible seizure of Frick's interest at book values, the inadequacy of which is shown by the fact that in the case of the Upper Union Mills, it was $91,857 less than the net profits actually made in the previous year; and the discrepancies in the value of the other works were almost as great. At this juncture Frick, desiring a peaceful solution, offered to sell his interests to Carnegie at a price to be fixed by arbitrators, or to purchase Carnegie's on the same terms. Carnegie, however, declined to consider either offer, but proceeded to effect Frick's "ejecture" and compel him to sell his interest in the Carnegie Company at $11,000,000 less than its value, to be paid in such small installments during a term of years of such duration, as would enable its being paid out of the profits earned by Frick's interest. In an effort to make this scheme effective, a minute on the books of the Carnegie Steel Company was expunged, to revive an agreement made thirteen years before by the members of an entirely different corporation —namely, Carnegie Bros. and Company. An attempt was then made to graft onto this Carnegie Bros.' agreement a "supplemental ironclad" of the Carnegie Steel Company, eight years old, which had never been signed by the principal owners. To make this double-decked instrument applicable there were now added the signatures of Carnegie himself and of some members who had no connection with the enterprise at the time the agreement was signed by Frick. It was on these proceedings that was based the greatest lawsuit ever commenced in the State of Pennsylvania. Henry Phipps and Henry M. Curry refused to sign the demand, and Phipps joined Frick in protesting against the action of the board; but of the many debtor partners, only one, F. T. F. Lovejoy, was bold enough to counsel resistance to Carnegie's wishes. He simply signed it in his official capacity, and filed a separate answer in the equity suit questioning the validity of his colleagues' act. The stupendous profits and amazing exhibition of industrial efficiency revealed by Frick's bill of equity attracted universal attention, and the promised disclosures were awaited with the greatest expectancy by legislators and publicists. These disclosures, however, were never made, for negotiations were at once entered into to stop the litigation; and five days after Carnegie's answer had been filed to Frick's citation, a settlement was effected by which Frick received more than $31,000,000 in securities which later yielded him $23,000,000 more than Carnegie tried to force him to sell for. Thus ended the second of the two most sensational conflicts in industrial history. Although possessed of a business acumen and mental alertness that made him transcendent in the business world and extorted wonder from his opponents and admiration from his associates, Mr. Frick's conceptions of right and wrong never permitted him to take advantage of another's mistake. His sympathies are broad and easily stirred, but his modesty causes him to conceal his frequent benefactions. Society functions do not appeal to him; his tastes are simple and his domestic life exemplary. He is without pretense of any sort; living his natural life as a quiet, unassuming gentleman. His extensive interests at present (1917) fully occupy his attention. In 1901 he built the largest office building in Pittsburgh, the Frick Building, and later added to it the Frick Building Annex. In 1916 he built the still more beautiful Union Arcade Building, covering an area of 230 by 240 feet. Aside from being the largest owner of real estate in Pittsburgh, and constantly adding to his holdings, he is director in many important corporations, including the Pennsylvania Railroad Company; Chicago and Northwestern Railway; Atchison, Topeka and Santa Fe Railway; Norfolk and Western Railway Company; United States Steel Corporation; the Mellon

National Bank, and the Union Trust Company of Pittsburgh. Mr. Frick is a member of many clubs, among them the Union League, Metropolitan, National Arts, New York Yacht, Corinthian Yacht, Racquet and Tennis, City, Midday, Riding, Country, the Automobile Club of America, and the Union Club of Pittsburgh. He married, in Pittsburgh, Pa., on 15 Dec., 1881, Adelaide Howard Childs, daughter of Asa P. Childs, of Pittsburgh. They were the parents of four children, of whom one son, Childs, and one daughter, Helen Clay Frick, survive. His handsome home at Seventieth Street and Fifth Avenue, New York, was given over to Marshal Joffre, ex-Premier M. Viviani, and the other members of the French War Mission during their visit to the United States, incident to this country's entry into the European War. The dinner in honor of the Commission, a private affair at which a number of prominent men participated, was an historic event. "The World" (N. Y.) characterized it: "As distinguished a gathering as ever sat down at one table in this city." Although it included many noted orators, no speeches were made, but at the close of the dinner Mr. Frick, who presided, proposed a toast "To France and our Guests." M. Viviani, of the French Commission, responded with a toast: "To the United States and our Host." Then Colonel Roosevelt proposed the third and last toast: "To the Presidents of the United States and France." Mr. Frick's home is destined to be regarded as one of the city's landmarks. It is designed to become a public museum, and arrangements have been made to present it and its magnificent contents, including one of the world's notable collections of paintings, to the city of New York after the death of Mr. and Mrs. Frick—an appropriate monument to the magnanimous character of both. See "The Inside History of the Carnegie Steel Company," by James Howard Bridge; "The Romance of Steel," by Herbert L. Casson.

MORGAN, John Pierpont, banker and financier, b. in Hartford, Conn., 17 April, 1837; d. in Rome, Italy, 31 March, 1913, son of Junius Spencer and Juliet (Pierpont) Morgan. His father (1813-90) was a native of West Springfield, Mass., and a descendant of Capt. Miles Morgan, a Welshman, who emigrated to New England in 1636 as one of the company which founded Springfield, Mass. He and his immediate descendants fought the Indians and later the British, always figuring actively in the development of the new country, which is now the United States. Junius S. Morgan was a man of energy and splendid business ability. He was at one time an associate of George Peabody, establishing a successful banking-house in London. His wife, the mother of the banker, was the daughter of Rev. John Pierpont, a noted clergyman, poet, and temperance worker. The first fourteen years of the life of J. Pierpont Morgan were spent in his native city. For a short period he attended a country school, but in 1851 the family removed to Boston, and the son became a student in the English high school. His mind inclined strongly toward the scholar's life, his special forte being mathematics. He completed the course at the Boston school at the age of seventeen, and for two years continued his studies at the University of Göttingen, Germany. Here he heard lectures in history and political economy, and won decided distinction by his mathematical work. Before he left this historic institution he received the offer of a professorship. But he felt the call of his father's business in his blood, and returned home. At the age of twenty J. Pierpont Morgan began his career as a banker, entering the house of Duncan, Sherman and Company of New York City. In 1860, when twenty-three years of age, he was appointed the American agent for George Peabody and Company of London. Experience with the risks and responsibilities of great business transactions then became familiar to him. After four years he organized the firm of Dabney, Morgan and Company. In 1871 he entered a business relationship with the Drexels of Philadelphia. The elder Morgan died in 1890, leaving his London house and connections all over the world to his son. In 1895 Drexel, Morgan and Company became J. P. Morgan and Company, and all the vast financial interests were then under the sole dictatorship of J. Pierpont Morgan. In 1901 the house of Morgan was commonly reported to represent $1,100,000,000, if not more. Its creator was regarded as a Midas whose touch turned everything into gold. Few persons possess a clear idea of the Morgan firm and its operations. Frequently Mr. Morgan was compared with speculators, railroad men, and real estate owners. He was none of these. He was primarily a banker, and, as such, acted as an agent for wealthy clients in the investment of money. Some people would call him a practical railroad man, a steel manufacturer, a coal operator, because he was interested in such things and dealt in them. But Mr. Morgan was essentially a worker with money—a master of finance. While his business was a partnership, and not a corporation, he was its dominant factor. No man had greater influence in financial and industrial circles, nor was any individual more trusted. He has been called the statesman of the business world—a builder of a gigantic industrial empire. He was a director in numerous railroad companies, including the New York Central and Lake Shore systems. The foremost railroad system of the Southern States, with over 8,000 miles of track, was veritably his creation. Only within recent years his power in the so-called "coal roads" of Pennsylvania was exhibited during the miners' strike. Mr. Morgan was also a director in the Western Union Telegraph Company, the Pullman Palace Car Company, the Ætna Fire Insurance Company, and the General Electric Company. Reorganizing and reconstructing bankrupt corporations has been such a marked feature of Mr. Morgan's career that the process in Wall Street has become known as re-Morganizing. On 12 Dec., 1900, Charles M. Schwab delivered an address on the steel and iron industry of America, at a dinner at the University Club, which Mr. Morgan attended. He was much impressed with Mr. Schwab's address, and at once conceived the idea of a gigantic combination of steel interests, and the result was the organization of the biggest corporation on earth. The swiftness with which he accomplished this financial masterpiece astonished the world. In



three months he had overcome all obstacles, and in the spring of 1901 formed the United States Steel Corporation. It was capitalized at $1,404,000,000, and consolidated ten of the largest steel corporations in America. This immense achievement attracted the attention of both hemispheres, and J. Pierpont Morgan loomed up as the most notable financier and organizer that modern business had produced. The United States Steel Corporation owns as much land as is contained in the States of Massachusetts, Vermont, and Rhode Island; it employs 180,000 workmen, with a pay roll of nearly $128,000,000 yearly; it owns and operates a railroad trackage that would reach from New York to Galveston, possessing 30,000 cars and 700 locomotives; it has 19 ports and owns a fleet of 100 large ore-ships; it produces one-sixth of all the iron ore in the world, and makes more steel than either Great Britain or Germany. Soon after the successful launching of this enormous corporation, Mr. Morgan went to England and purchased one of the largest English steamship companies, the Leyland line. His movements were regarded with intense interest by Lombard and Wall Streets. The ultimate result was the organization of the International Mercantile Marine, controlling several of the most important American and foreign steamship lines plying between American and European ports. Both England and Germany owe much of their latter-day growth to iron and steel manufacture, and Mr. Morgan represented the formidable arch-ironmaster, contracting the greatest and cheapest supply. J. Pierpont Morgan was first of all a creator, and not a destroyer, in spite of adverse criticism. He sought to conserve force and economize time and expense. Very often he has come to the aid of Wall Street in times of panic, and acted the part of financial balance-wheel. Furthermore, Mr. Morgan again and again relieved the United States government of serious fiscal stress. Drexel, Morgan and Company were chiefly responsible in 1876 for placing this country on a gold basis after the fearful expenditure occasioned by the Civil War. Two years after the panic of 1893, when gold was flowing out of the country, Mr. Morgan, together with other bankers, agreed to buy government bonds, paying in gold. At that time President Cleveland and the Senate were at odds, and there was a prospect of the country's financial system being changed to a silver basis. Mr. Morgan went to Washington, called on President Cleveland, and offered to sell the government $100,000,000 in gold. Within half an hour a contract was drawn up whereby the U. S. treasury obtained $60,000,000 in gold through a foreign syndicate, and, what threatened to be the greatest financial panic the world had ever witnessed, was in this way averted. Because large pay was exacted for their services public prints unjustly poured forth torrents of abuse on Mr. Morgan and his associates. Until 1899 London had been the world's money center. In that year J. P. Morgan and Company led in a most significant departure in finance. Up to that time the United States had been borrower, not a lender. Now, in 1899, the Morgan firm financed the first foreign loan ever negotiated in this country. Supported by its connection abroad the Mexican national debt of $110,000,000 was converted. Great Britain was supplied with war money by the Morgan firm in 1900. Since that time it has taken a prominent part in several other foreign loans. In 1903 Mr. Morgan acted as fiscal agent for the U. S. government in the purchase of the stock of the French Panama Canal Company, a $40,000,000 transaction in which he did not derive one cent of profit. During the "panic" of 1907, when the question of closing the N. Y. Stock Exchange was under advisement, he secured $25,000,000 which he passed out to loan-seekers at 6 per cent., thus alleviating the general depression. Business did not consume all of Mr. Morgan's time or energy. Doubtless his first passion, outside of work, was the collecting of rare books and manuscripts, as well as other works of art. He possessed many famous canvases. Rare china, especially Limoges ware, was one of his leading hobbies. Hardly a day passed that he did not buy some art object worth a prince's ransom. His private library was a bibliophile's paradise. It contained a notable array of old Caxton editions among others, and original manuscripts from all parts of the world. It is estimated that his art treasures represented an expenditure of nearly $50,000,000. Mr. Morgan was extremely liberal in donating art collections to public institutions. Cooper Union has on display a collection of fabrics which he gathered. Both the Metropolitan Museum of Art and the American Museum of Natural History possess rare gifts from him: the former a priceless cabinet of Greek coins and Egyptian scarabs, rare engravings, also a porcelain collection valued at $500,000; the latter has on exhibition the collection of Tiffany gems worth a million dollars. It was largely due to the efforts of Mr. Morgan that Sir Caspar Purdon Clarke came to the United States and accepted the office of director of the Metropolitan Museum of Art. Not long before his death Mr. Morgan had a curious experience in his search for art objects. Unwittingly he purchased a precious cope, once the property of Pope Nicholas IV that had been stolen from the cathedral at Ascoli in 1902. Upon learning the state of affairs he returned the cope at once to Italy. In recognition of this act King Victor Emmanuel conferred upon him the Grand Cordon of Saints Mauritius and Lazarus, which made Mr. Morgan "a cousin of his majesty." Pope Pius X gave him audience, and later the Italian Academy of Twenty-four Immortals presented him with a medal commemorating his generous act. After his death the objects of art left by him were publicly exhibited for the first time in the Metropolitan Museum of Art, in New York City. Later, many of his collections were sold to wealthy purchasers. Though a member of many clubs, Mr. Morgan had little time to be a club man in the ordinary sense of the word. He was, however, an active member of the New England Society and an active church worker. As senior warden of St. George's Church in Stuyvesant Square, he took especial interest in the boys there. His chief concern was to keep them off the streets and have them taught useful trades. Two of his best known philanthropies have been the establishment of the New York Trade School, at the cost of over

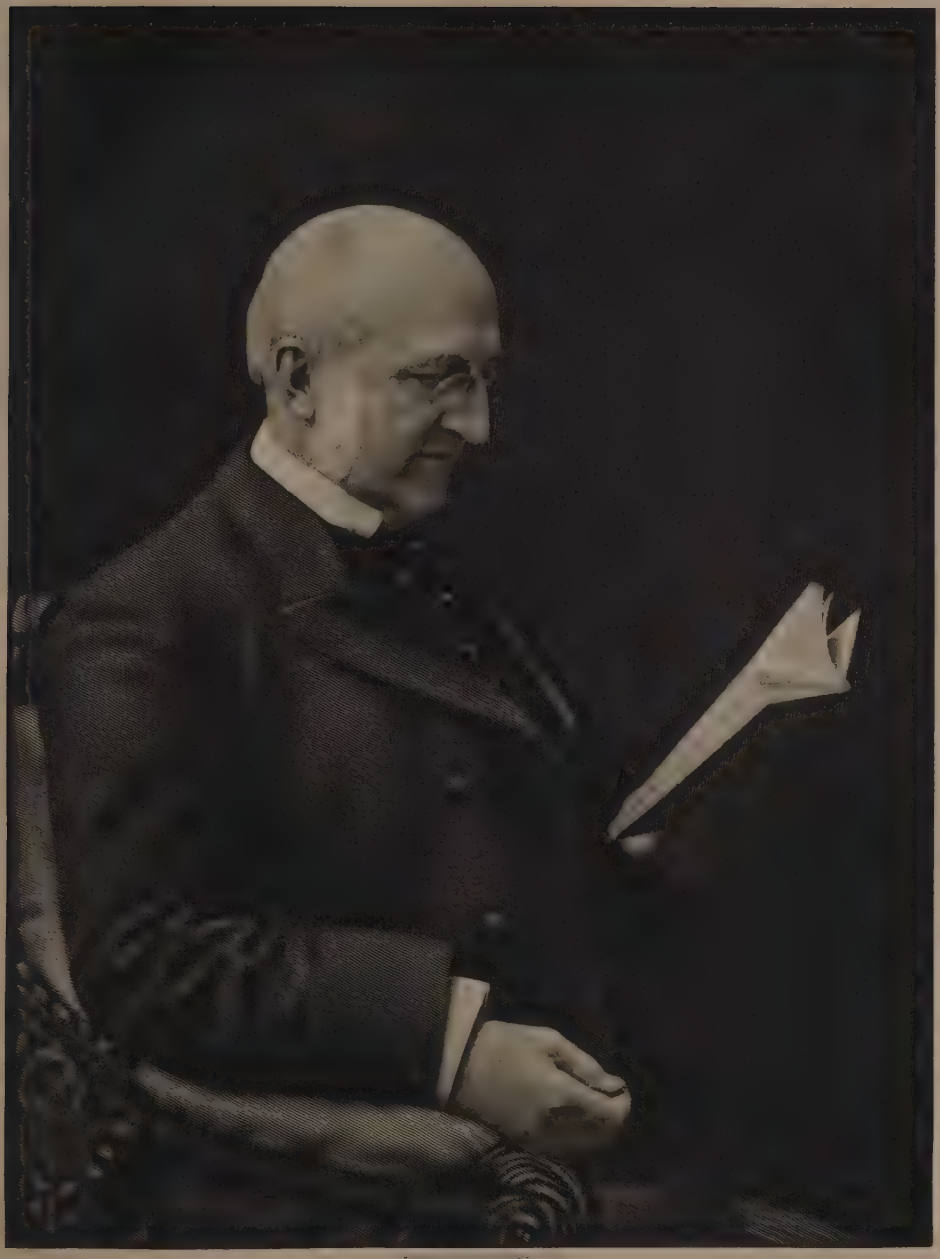
$500,000, and a similar but smaller trade school for the boys of St. George's Church. Mr. Morgan may be ranked among the world's great givers. His charitable work was extensive. His yearly donations easily amounted to $1,000,000. Among other gifts Mr. Morgan gave Harvard University $1,000,000 for a medical school; for a lying-in hospital near Stuyvesant Square, New York, $1,350,000; toward completing St. John's Cathedral, $500,000; to the Young Men's Christian Association, $100,000; to the Loomis Hospital for Consumptives, $200,000; for a library at his father's birthplace, Holyoke, Mass., $100,000; for the preservation of the Hudson River Palisades, $125,000; for a new parish house for St. George's Church, $350,000; for a department of natural history at Trinity College, Hartford, $70,000. Mr. Morgan was a large contributor to the Queen Victoria memorial fund and to the Galveston relief fund. He installed a complete electric plant in St. Paul's Cathedral in London, and built a hospital at Aix-les-Bains in France. Many of his private charities were unknown, even to his closest friends. On 7 Jan., 1913, three weeks after he had testified before the Pujo committee investigating the so-called "Money Trust," Mr. Morgan sailed from New York for Egypt. He had been complaining for some time that he was far from well, suffering greatly from indigestion. After a ten-day trip up the Nile, Mr. Morgan returned to Cairo apparently benefited in health, but in reality a failing man. So serious was his condition that fresh eggs and butter were rushed to him halfway round the world from his New York farm. Because of the uncertain condition of his health, he went to Rome, Italy, landing there on 13 March, 1913. He grew rapidly worse, and for several days prior to his death, he lay in a comatose state. Mr. Morgan was recognized as a colossal figure in the world of finance, and his counsel and presence were always influential. His breadth of vision, keenness of conception, and ability to immediately grasp and understand the most difficult problems made him a giant power among financial men in all parts of the world. By many prominent financiers and business men he was looked upon as the greatest financier the world has produced for at least a century. It was an obvious conclusion after even a bird's-eye view of such a life that here we have an extraordinary man—a Titan of industrial and financial achievement. He has played a big rôle in the drama of civilization and in the history of this country's phenomenal progress. Like every leader of men, he passed through the white heat of public opinion, and was trusted, respected, and loved by those who knew him best. Mr. Morgan was twice married, first in 1861 to Amelia Sturges, daughter of Jonathan and Mary Cady Sturges. She died in 1862, and in 1865 he married Frances Louise Tracy, who survives him. By this union he had one son and three daughters, all of whom are living.

PUTNAM, Frederic Ward, geologist, ethnologist, and anthropologist, b. in Salem, Mass., 16 April, 1839; d. in Cambridge, Mass., 14 Aug., 1915, son of Ebenezer and Elizabeth (Appleton) Putnam. His grandfathers were Ebenezer Putnam (1768-1826) and Nathaniel Appleton (1779-1818): his grandmothers, before marriage, were Elizabeth Fiske and Elizabeth Ward. His father (1797-1876) for a short time after leaving college engaged in fitting young men for college, but soon embarked in business in Cincinnati as a commission merchant, a line in which he was successful. Recalled to Salem by his father's death in 1876, he married there and never after engaged in business, devoting himself to the study and cultivation of plants and fruits, and in the study of politics and the management of the Democratic party in his county. Although frequently offered office he never accepted, except to serve as alderman in the so-called "model-government" of Salem when that town was first chartered as a city, and as postmaster of Salem. His first American ancestor was John Putnam who settled in that part of Salem now called Danvers in 1640-41, having previously lived in Aston Abbots, a Buckinghamshire parish adjoining Wingrave, one of the early homes of the family, and close by Puttenham in Hertfordshire, whence came the family name. The Putnam line is traced through many generations of Putnams (or Puttenhams), an armorial family, and lords of the manor, to the twelfth century. From these early ancestors Professor Putnam inherited the blood of Brocas, Warbleton, Foxle, Hampden, Dammartin, Spigornell, etc., and of families still more illustrious in the history of both England and France. (See the Putnam Lineage, by Eben Putnam.) On his mother's side he claimed descent from the Appletons of Suffolk, England, another armorial family of distinguished lineage and connections. A not remote ancestor was Nathaniel Appleton, D.D. (son of John by Elizabeth, daughter of President Rogers of Harvard College), who married the daughter of Rev. Henry Gibbs (Harvard, 1685), and who had a long and honorable connection with the college, and whose patriotism during the Revolution was noteworthy. The Fiskes were also an ancient Suffolk family, and some of his direct ancestors suffered religious persecution in the time of Queen Mary. Rev. John Fiske, who emigrated to New England, was the ancestor of a long line of ministers, all of whom graduated from Harvard. Professor Putnam's great-grandfather, John Fiske, a noted seaman and merchant, was commander of the "Tyrannicide," the first armed vessel commissioned by Massachusetts in the Revolution, and after retiring from the sea became major-general of militia. Joshua Ward (great-grandfather, on his mother's side) was also a prominent patriot during the Revolution. Professor Putnam was also a descendant of Rev. Francis Higginson, Rev. Jose Glover, whom many esteem as the prime mover in the foundation of the college at Cambridge. His ancestry includes such famous names as Maverick, Gerrish, Derby, Scollay, Pratt, Dennison, Dudley, Byfield, Whipple, Waldron, Sheaffe, Lander, Hawthorne, Brocklebank, Porter, all of them prominent in early New England history. Professor Putnam's father, Ebenezer, 1815; his grandfather, Ebenezer, 1785; his great-grandfather, Ebenezer, 1739, were graduates of Harvard College. Nevertheless his first intentions were not to seek an education at Harvard, but to go to West Point, to which he

had the promise of an appointment. His going to Cambridge was the result of a happy, and indeed fortunate, incident, the discovery of his genius by Louis Agassiz, then on a visit to Salem. His love for all things in nature had from early childhood and through his youth led him to study natural history, and in this study he had been warmly encouraged. As a boy he was a helper about home, worked with his father in cultivating and propagating plants, and considered that early training in work and in regular duties had much to do with making him handy in the use of tools, and ready in emergencies of after life. His mother's gentle ways had a marked influence on his intellectual, moral, and spiritual life. He had no obstacles to overcome in acquiring an education, except delicate health in early boyhood, which caused absence from school. The books he read and found of interest as well as helpful in life were upon natural science in various branches, in early years, also historical works, and in later life zoological, anthropological, and geological works. His preparatory instruction until 1856 was received in private schools, and at home under his father's tuition. He then entered the Lawrence Scientific School, under Prof. Louis Agassiz, and received the degree of B.S. His class is that of 1862. He was honored by Williams College, in 1868, with the degree of A.M., and by the University of Pennsylvania in 1894 with that of S.D. His active scientific life began at Salem, and in 1856 he was appointed curator of ornithology in the Essex Institute, and was assistant to Professor Agassiz at Cambridge in 1857. His determination to devote his life to zoology arose from his unusual aptitude for research in natural history. His early inclination toward West Point, and his later studies under Dr. Jeffries Wyman, had both originated from his natural bent toward science, and what the engineering wing of the army or medical science may have lost, was to the ultimate gain of the natural sciences and eventually of the great science of anthropology. The influences which most helped him to success in life have been the home, early companionship, private study, and contact with men in active life. The professional positions he has held in corporations and institutions are as follows: Curator of ornithology, Essex Institute, Salem, 1856-64; assistant to Prof. Louis Agassiz, Harvard University, 1857-64; curator of vertebrata, Essex Institute, 1864-66; superintendent museum, Essex Institute, 1866-71; superintendent museum, East Indian Marine Society, Salem, 1867-69; director museum, Peabody Academy of Science, 1869-73; curator of ichthyology, Boston Society of Natural History, 1859-68; permanent secretary, American Association for the Advancement of Science, 1873-98; assistant, Kentucky Geological Survey, 1874; instructor, Pennikese School of Natural History, 1874; assistant to United States engineers in surveys west of 100th meridian, 1876-79; assistant in ichthyology, Museum of Comparative Zoology, 1876-78; curator of the Peabody Museum, 1875-1909, honorary curator, 1909, honorary director, 1913 to his death, 14 Aug., 1915; Peabody professor of American Archeology and Ethnology, Harvard University, 1886-1909, Peabody professor emeritus, 1910 to his death; State commissioner of fish and game, Massachusetts, 1882-89; chief of department of ethnology, World's Columbian Exposition, 1891-94; curator of anthropology, American Museum, New York, 1894-1903; professor of anthropology and director of the Anthropological Museum of the University of California, 1903-09; professor emeritus of anthropology, 1909. He was also for a brief period a member of the School Committee of the city of Salem. Prior to entering the Scientific School, Professor Putnam was an active member of the Salem Light Infantry, and although he had no war record he ever maintained his interest in military matters, and at his death was a member of the Salem Light Infantry, Veteran Association, and of the Cambridge Battalion. He was vice-president of the Essex Institute, 1871-94; Boston Society of Natural History, 1880-87, and president, 1887-89; president American Folk-Lore Society, 1891, and of the Boston Branch of that society since 1890; president American Association for Advancement of Science, 1898, and permanent secretary, 1873-98; vice-president Numismatic and Antiquarian Society of Philadelphia since 1896; vice-president for the United States at the International Congress of Americanists in New York, in 1902; chairman Division of Anthropology, International Congress of Arts and Sciences, at St. Louis Exposition in 1904; president of the American Anthropological Association in 1905-06. He received the cross of the Legion of Honor from the French government in 1896; Drexel gold medal from the University of Pennsylvania in 1903; both for services in aid of American archeology; and was made a member of the Phi Beta Kappa, Harvard University, 1892; and of the Sigma Chi of California University in 1903. Professor Putnam has written more than 400 papers, reports, and notes on zoology and anthropology since 1855. He has also done a large amount of editorial work. (See Bibliography in the Putnam Anniversary Volume.) He has made extensive research and investigation in American archeology. He considered the greatest achievements of his life work to be: The establishment and development of new departments of anthropology in Harvard and California Universities; the development of anthropological museums; and the preservation of prehistoric monuments in the United States. Since the year 1858 he has been a member of many societies at home and abroad. Prominent among those in the United States are the following: American Philosophical Society; National Academy of Sciences; Massachusetts Historical Society; the Historical Societies of Maine, of Ohio, and of Minnesota; American Academy of Arts and Sciences; American Antiquarian Society; American Association for Advancement of Science; San Francisco Academy of Science; Archeological Institute of America (a founder); Academy of Natural Science of Philadelphia, of Davenport, and of Washington; American Ethnological Society; American Anthropological Association (a founder); Anthropological Society of Washington; American Folk-Lore Society (a founder); Boston Society of Natural History. Among those abroad: honorary member of the Anthropological Societies of London,

Brussels, and Florence; Geographical Society of Lima; and of the Royal Society of Edinburgh. Honorary academician of the Museum of the National University of La Plata; Foreign Associate, Anthropological Societies of Paris and Stockholm. Corresponding member of Anthropological Societies of Berlin and Rome; of British Association for the Advancement of Science; the Society of Americanists in Paris; and the Academy of Belles-Lettres, History and Antiquities of Stockholm. He was a member of the following clubs: Cambridge Saturday Club; Harvard Religious Club; Harvard Travellers' Club; Naturalists' Club; Thursday Club; Examiner Club, Boston; Explorers Club, New York; Colonial Club, Cambridge; Century Association and Harvard Club, New York, and of the Society of the Governor and Company of the Massachusetts Bay. In politics he was independent, but with few exceptions in national elections cast his ballot for the Democratic electors. In religious faith and church affiliations he was a Unitarian. For sport and relaxation in youth he enjoyed the study of nature, fencing, horseback riding, and baseball; and was a member of the first regular baseball club organized in any of the departments of Harvard University; in later years archeological exploration and research in the field. Professor Putnam married, first, 1 June, 1864, Adelaide Martha, daughter of William Murray and Martha Adams (Tapley) Edmands, and granddaughter of John and Mary (Murray) Edmands, and of John and Lydia (Tufts) Tapley, and a descendant of Walter Edmands, who came from Norfolk County, England, to Concord, Mass., previous to 1639. Three children came of this marriage: Eben, actively engaged in genealogical and historical work; Alice Edmands; and Ethel Appleton Fiske, wife of John Hart Lewis (Harvard University, 1895), an attorney-at-law and referee in bankruptcy in North Dakota. He married, second, 29 April, 1882, Esther Orne Clarke, daughter of John L. and Matilda (Shepard) Clarke, a descendant of Rev. John Clarke, of Boston, and of Rev. Thomas Shepard, of Cambridge. No children were born of this marriage. Professor Putnam, from his observation and judgment, offered as suggestions to young Americans for strengthening sound principles, methods and habits in American life and most helpful to young people in gaining life success, the following: High Ideals; Honesty; Charity; Courtesy; Hard Work. Frederic Ward Putnam died at his home, 149 Brattle Street, Cambridge, Mass., 14 Aug., 1915. He was buried in Mount Auburn, the funeral services being held in Appleton Chapel, Harvard University, 17 Aug.

DEPEW, Chauncey Mitchell, U. S. Senator and railroad president, b. in Peekskill, N. Y., 23 April, 1834, son of Isaac and Martha (Mitchell) Depew. Through his father he is descended from Francois Du Puy, a Huguenot refugee, who came to this country from France, in the middle of the seventeenth century, and settled in Brooklyn, where he married the daughter of a prominent Dutch burgher. His maternal ancestry is of English origin. In the light of his later career it is peculiarly interesting that Mr. Depew's father, together with his uncle, both prosperous and enterprising farmers and merchants, had almost complete control of the transportation of freight up and down the Hudson River. There were no railways in those days, but the New York and Albany steamboats engaged in an active traffic. The favorable situation of Peekskill on the east bank of the Hudson made it the market for the country back of it, as far as the Connecticut State line, and the shipping point of its produce to New York, about forty miles distant. Chauncey Depew received his elementary instruction from his mother, a woman of unusual education and culture. He next attended a small school conducted by the wife of a local clergyman, for children under the age of ten. Even at this early age young Depew was an omnivorous reader, and possessed a fund of general information much broader than that of the average boy of his years. Yet he was ever a real boy, and the leader of his fellows in the sports and frolics familiar to all country boys. After his tenth year, until his eighteenth, Mr. Depew was a student in the Peekskill Academy, an old-fashioned institution, whose chief purpose was to prepare boys for a business career. It was Isaac Depew's intention that, as soon as his son had completed the course in this institution, he should join him in his business, but the boy, influenced probably by his mother and his pastor, Dr. Westbrook, had visions of a career that should extend beyond the horizon of the little country river town. He desired a college education. To this the elder Depew was at first opposed, but he finally changed his opinion, being much influenced by the advice of Judge Thomas Nelson, son of the Hon. William Nelson, who spoke strongly in favor of a collegiate training for the young man. After a period of thoughtful consideration, the father finally agreed and Mr. Depew entered Yale College in 1852, being graduated with the class of 1856, the "famous class," as it was subsequently called, because of the prominence attained by several of its members. In this class, numbering some 125 men, Depew attained distinction, not only through his magnetic personality, but, especially through his gift as a speaker, which made him the orator of the class. After graduation, he became a student in the law office of the Hon. William Nelson, and, in 1858, was admitted to the bar. In the year following he began practice in his native town. Mr. Depew was destined, however, to distinguish himself in other fields than that of the law. Already in his later boyhood he had begun to take a keen interest in politics. He entered college a Democrat. Like his father and the other members of his family, he belonged to the conservative wing of the party, which was willing to leave slavery, then becoming a burning question, in abeyance, contrary to the policy of the "Free Soil" Democrats. There were three presidential candidates in the field in Depew's first year in college: Franklin Pierce, the candidate of the National Democratic party; Gen. Winfield Scott, of the Whig party; and John P. Hale, the nominee of the Free Soil Democrats. In the frequent debates on the campus over the Fugitive Slave Law, the Personal Liberty bills, and the question of the extension of slavery, Depew at first argued for the traditional politics of his family. But, in



Chauncey M. Depew.

his very efforts to be logical, he felt the weaknesses of his own contentions, and gradually his opinions underwent a radical change. In 1853 the famous Kansas-Nebraska Bill caused the disintegration of the old parties, and a new alignment followed on the burning issue of slavery. Then, also, there came to New Haven such prominent and eloquent abolitionist speakers as Wendell Phillips, William Lloyd Garrison, and George William Curtis, and their arguments made a deep impression on the young man. When, early in 1856, the Anti-Nebraska men adopted the name Republican, Depew enrolled himself as a warm supporter of the new party. Hardly had he received his degree when he threw himself heart and soul into the campaign in support of Fremont and Dayton, making speeches in their behalf, and thus beginning the political career in which he has achieved such prominence in every succeeding presidential campaign. As he has himself said, his defection from the political faith of his family almost broke his father's heart, causing him a bitter disappointment, which reached its climax when the son addressed an audience in his native town from a Republican platform. On taking up his law practice, Mr. Depew lost none of his early enthusiasm for politics; indeed, it began presently to interfere seriously with his business. In 1858 he was elected a delegate to the Republican State Convention. He was one of the four delegates-at-large from his State to the Republican National Conventions in 1888, 1892, 1896, 1900, 1904, and a delegate in 1908 and 1912. In 1860 Mr. Depew stumped the country for Lincoln, and attracted a great deal of attention as a campaign speaker. In the following year he was elected to the New York assembly from a district in which the Democrats were normally in a majority. In 1862 he was re-elected, and, at the commencement of the legislative session of 1863, was named in caucus as party candidate for speaker. But he subsequently withdrew in favor of the candidate of the Independent Democrats. During part of the session he acted as speaker pro tem., was chairman of the Committee on Ways and Means and, as such, leader of the majority on the floor. In that same year Mr. Depew was the candidate of his party for Secretary of State. The result was a notable victory, Mr. Depew being elected by a majority of 30,000. He declined a renomination for this office, owing to business interests. During President Johnson's administration, William H. Seward, who was then Secretary of State, secured the appointment of Mr. Depew as minister to Japan, which was confirmed by the Senate, but, after considering the matter for a month, Mr. Depew declined the honor for family reasons. At about this same time, also, Mr. Depew became acquainted with Cornelius Vanderbilt, whose steamboat navigation enterprises had earned for him the title of "Commodore." Already he had laid the foundation of that great railway system which was afterward associated with his name. One day Mr. Depew was surprised to receive from the "Commodore" the offer of a responsible position in the company. He at once accepted the offer, and immediately applied himself to a thorough and detailed study of transportation. In 1866 he became attorney for the New York and Harlem Railroad Company, and three years later, when this road was consolidated with the New York Central Railroad Company, with Cornelius Vanderbilt at the head, Mr. Depew was chosen attorney for the new corporation. Soon after, he became a member of the board of directors. As the Vanderbilt system expanded Mr. Depew's responsibilities and interests increased in a corresponding degree. In 1875 he was appointed general counsel for the entire system, and was elected a director in each of the roads of which it was composed. In spite of the energy which he was now obliged to direct into these new business channels, Mr. Depew's keen interest in public affairs made it impossible for him to abandon politics entirely. In 1872, at the earnest solicitation of Horace Greeley, he permitted the use of his name as a candidate for lieutenant-governor on the Liberal Republican ticket, at the head of which was Greeley. Inevitably, however, he shared in the general defeat. The following year he acted with the Republican party, and has remained constant to this affiliation ever since. Two years later Mr. Depew was appointed by the State legislature as a regent of the State University, and also as one of the commissioners to build the State capitol at Albany. Meanwhile, William H. Vanderbilt resigned from the presidency of the New York Central, and a reorganization of the company followed, James H. Rutter being chosen president, and Mr. Depew as second vice-president. In 1885 Mr. Rutter died and Mr. Depew was chosen to take his place. This latter office he held for thirteen years, acting, also, as president over most of the subsidiary companies, and as a director in twenty-eight additional lines. In 1898, on resigning from the presidency, he was made chairman of the board of directors of the entire system. In 1888, when Mr. Depew was a delegate-at-large to the Republican National Convention, he received seventy votes from the State of New York for the presidency. On subsequent ballots the vote was increased. At his own request his name was withdrawn in favor of Benjamin Harrison, who was finally nominated. After his election, President Harrison showed his appreciation of this act of self-sacrifice by offering Mr. Depew any place in his Cabinet except that of Secretary of State, which had already been promised to James G. Blaine, but Mr. Depew felt compelled to decline. In 1892, at the Republican National Convention, held at Minneapolis, Mr. Depew again supported Mr. Harrison so strongly that the latter attributed his nomination to the former's efforts, and after his re-election he again sought to show his gratitude, this time by offering Mr. Depew the portfolio of the Secretary of State, left vacant by the resignation of Mr. Blaine. But, again, Mr. Depew decided not to accept office. In 1899, however, he allowed himself to be nominated for U. S. Senator and was elected by the unanimous vote of the Republican majority in the legislature. In 1905 he was re-elected. Altogether he served in the Senate twelve years; he would have been given a third term had it not happened that the Republicans lost control of the legislature. As a candidate for U. S. Senator Mr. Depew has received the ballots of the members of his party in the

State legislature oftener than any other citizen of the country; sixty ballots, one each day for sixty days in 1881, and sixty-four during forty-five days in 1911. Few men, independent of the positions that they have held, have attained so wide a prominence in the country as Mr. Depew, and this is almost entirely due to his own personality. Partly, no doubt, his immense popularity rests on his abilities as an orator. He has been considered the best after-dinner speaker in the United States. Even after their appearance in cold print his magnetism seems to cling to his speeches, so that it impresses itself even on readers who have never seen him personally. Aside from this, he has also found time to edit a series of the world's greatest orations in twenty-four volumes, and a massive work entitled, "One Hundred Years of American Commerce." In this latter work, as well as in his collected speeches, is shown the firm grasp that he has of the great questions, not only of his own time, but of those that have agitated the country throughout its history. In addition to his duties as the head of the New York Central and as a federal legislator, Mr. Depew has been very active as a director of many financial, fiduciary, and other corporations and trusts. The degree of LL.D. was conferred on him by Yale University in 1887. Among the many societies of which he is a member may be mentioned the Huguenot Society, the Society of the Cincinnati, the Sons of the American Revolution, the Union League, the Metropolitan, and the Century Clubs, the Holland Society, the New England Society, and the Society of Colonial Wars. He is also a member of the American Bar Association, the New York Bar Association, and the New York Chamber of Commerce. He was for many years in succession elected president of the Yale Alumni Association, declining re-election after ten years of service. For seven successive years he was president of the Union League Club, a longer term than has ever been filled by any other, and on declining further re-election, he was made an honorary member. In 1871 Mr. Depew married Elise, daughter of William Hegeman, of New York City. She died in 1892, leaving one son, Chauncey M. Depew, Jr. In 1900 Mr. Depew married May, daughter of John Palmer, of New York City.

CLARK, William Andrews, U. S. Senator, b. near Connellsville, Pa., 8 Jan., 1839, son of John and Mary (Andrews) Clark. His father, who had cultivated a farm under the discouraging conditions of impoverished soil and poor markets, sold his farm in 1856, and seized a favorable opportunity to remove to Van Buren County, Ia. There the family continued to reside for a number of years. In the meantime, the future Senator, who had already laid the foundations of an education, began his active life; displaying even at the start the remarkable energy and achieving the conspicuous success that has been characteristic of his entire career. He drove a team across the plains in 1862 to Colorado, where he worked in the quartz mines at Central City for almost a year, and there, with three companions, purchased a team and traveled for sixty days to the recently discovered gold placer mines at Bannack, Idaho, now in the State of Montana. Although he had studied law, Mr. Clark never practiced his profession, choosing rather an active career along varied lines, in which he has been so conspicuously successful. He worked in the placer mines for two years and was quite successful, and then engaged in mercantile pursuits. Starting as a small but constantly growing merchant, he increased his fortunes gradually, by careful attention to details, the exercise of an excellent judgment, which seems to be a native characteristic of his mind, and a tireless energy which ever seeks after new outlets, and is determined to make the best of the advantages which they offer. Like other enterprising spirits of the time, he afterward invested his capital in mining, principally copper at the start, although, later, in coal, silver, and other mining enterprises, in all of which he has reaped a wonderful success, the result solely of his own efforts and industry. By virtue of his inborn and sedulously cultivated personal endowments, Mr. Clark stands alone among the great captains of industry of our country in the fact that he has always been sole owner and manager of all his vast enterprises, and has so skillfully managed the affairs of all of them that of all the twenty-eight companies with which his name is associated not one share of stock or bonds is quoted upon any exchange in the world. All of them have been built up solely by his energy and industry, and in all of them he is entirely untrammeled by boards of directors, stockholders with their numerous interests and constant liability to produce embarrassing situations, and of all stock market conditions. He has thus achieved the remarkable ability of weathering all panics, depressions, and other conditions of "tightness" in financial circles. For the reason, also, that all his companies are thus close corporations, little is heard of his industrial enterprises which render no public reports, and conduct their affairs without making the usual signs upon the surface of the business world. Through his vast holdings in both Montana and Arizona, Senator Clark is the largest individual owner of copper mines and smelters in the world, and has always been entirely unallied with any other copper interests whatever. He owns nearly all of the stock of the United Verde Copper Company at Jerome, Ariz., which is conceded to be the greatest copper mine in the world. He has nearly completed a large smelting and converting plant at Clarkdale, five miles below Jerome on the Verde River, which will cost over $3,000,000 and have a capacity of 6,000,000 pounds of fine copper per month. He also owns and operates large coal mines in Colorado, zinc mines in Montana, and silver mines in Utah. He was one of the first in America to enter the beet sugar business, having purchased a large tract of land near Los Angeles, Cal., established a large plant as early as 1898, which is one of the few sugar factories in the country wholly independent of the so-called sugar trust. He has, also, vast lumber interests in Montana, has developed and owns great water power plants in Utah and Montana for the generation of electric current and street railways in two large cities, Butte and Missoula. In the development of all his varied interests, it has been necessary for him to

State legislature oftener than any other citizen of the country; sixty bodies, one each day for sixty days in 1881, and sixty more [illegible]

dependent of the positions that they have held have attained so wide a prominence in the country as Mr Depew, and this is [illegible]

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daughter of William Hegeman, of New York City. She died in 1892, leaving one son, Chauncey M. Depew, Jr. In 1900 Mr Depew married May, daughter of John Palmer, of New York City.

CLARK, William Andrews, U. S. Senator, [illegible] Clark, Hon. Father, [illegible]

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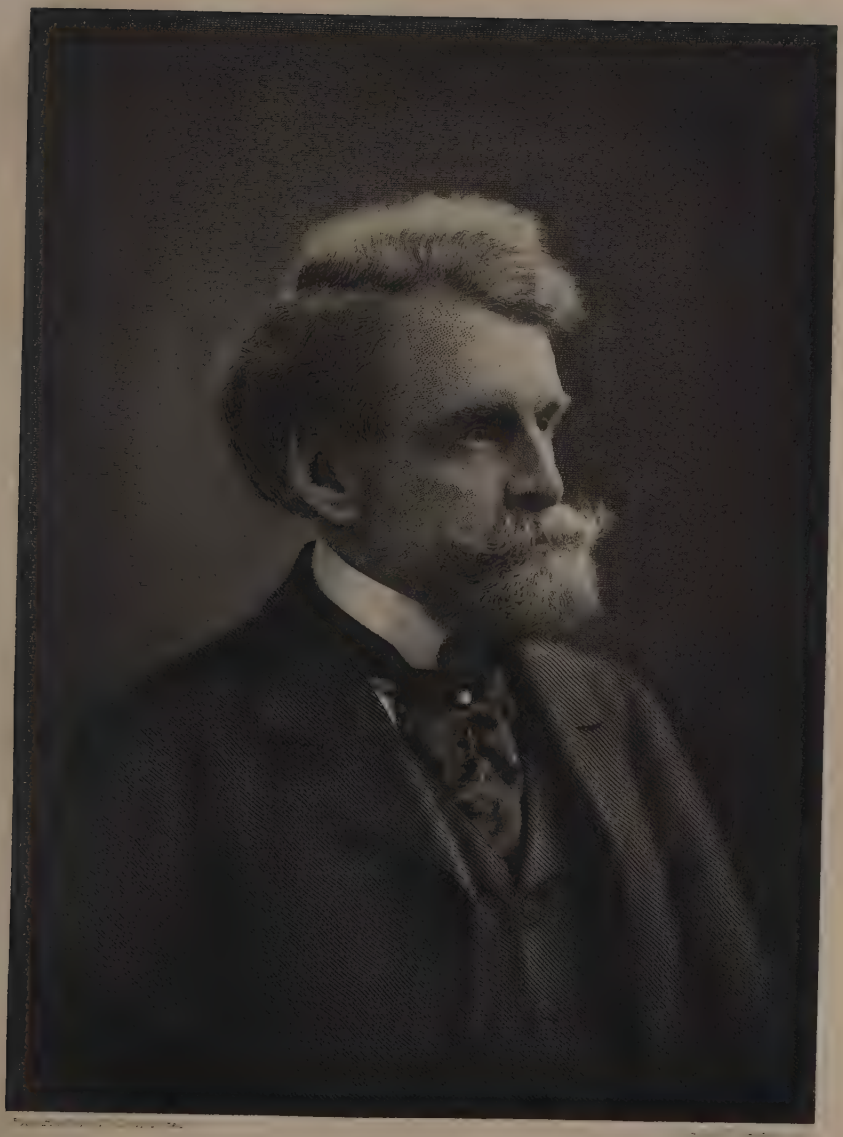
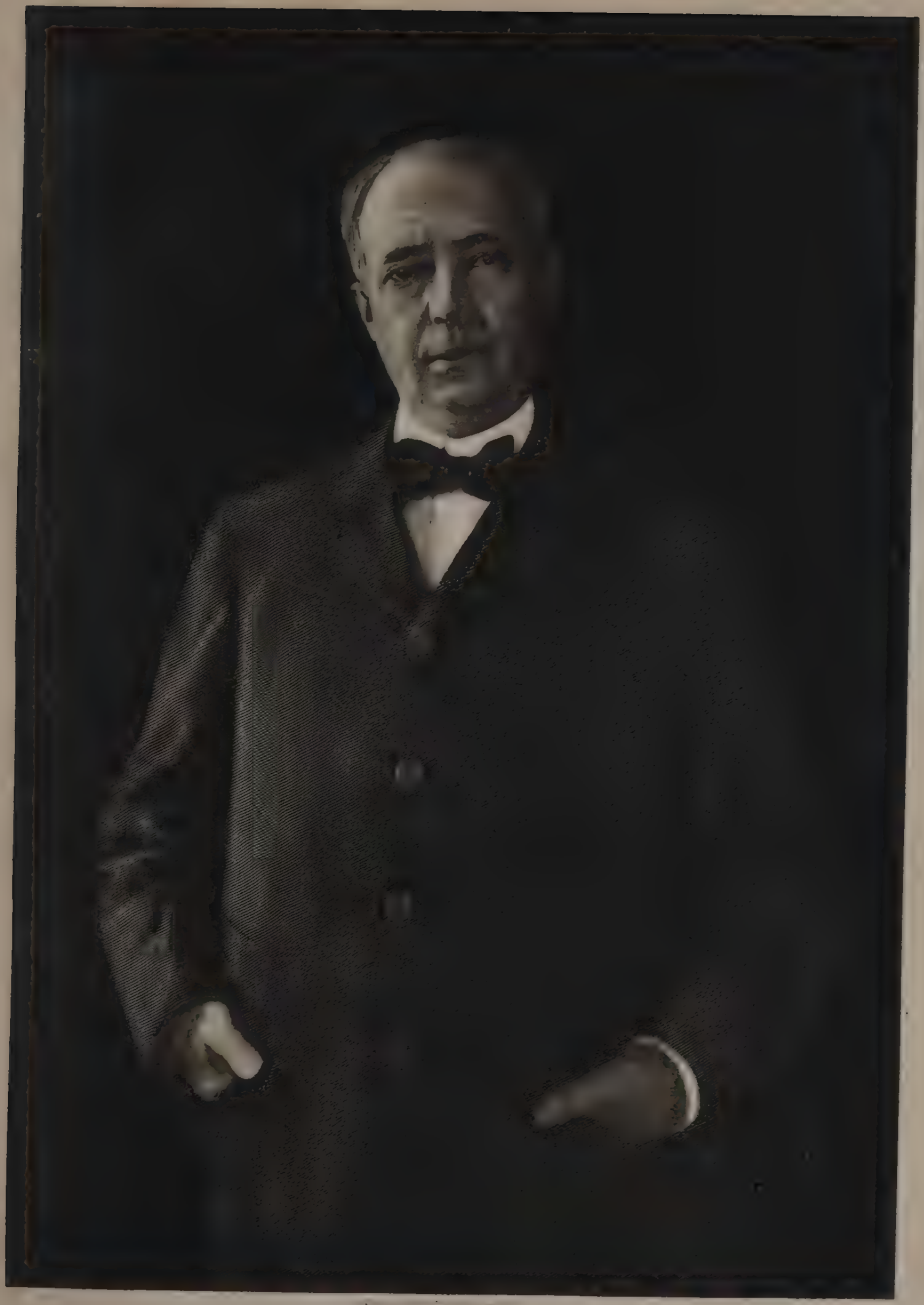


W. A. Clark

enter, also, the field of practical railroad builder and operator. In addition to several freight lines for the carriage of the products of his mines and lumber regions, he is the projector, owner, and operator of the San Pedro, Los Angeles and Salt Lake Railroad, with its extensive system of feeders. Among his numerous other interests, Senator Clark operates a powder mill recently erected at Corry, Pa., for the manufacture of a new kind of blasting-powder, a large cattle ranch in Montana, a still larger coffee, sugar, and cattle ranch in Mexico, a big wire works in New Jersey, where a large part of his copper is made into wire, a bronze factory in New York, an influential daily newspaper in Butte, and a bank in the same city. This latter is one of the most remarkable financial institutions in the United States, inasmuch as it is a private ownership and partnership, started over thirty years ago, and owned by himself and brother. Being unincorporated, its liability to its depositors is unlimited, except by the resources of its two owners. In all of Mr. Clark's varied interests two extraordinary things are to be noted: first, that he has complete technical knowledge of every one of these diverse industries, and, second, that there is no man in his employ in any department who is indispensable to him. He is even an expert mining engineer and a thoroughly informed metallurgist. He keeps the management of all his vast enterprises in his own hands, and although superintendents make reports daily, weekly, or monthly to him, as the importance of the particular undertaking may warrant, everything from the making of a contract for the paper used for his newspaper, to the buying of equipment for his railroad, he does himself. It is frequently declared that he is the greatest living master of detail in the world. If it were not for his exceptional faculty of taking a matter up, deciding it, and then dismissing it from his mind, he could not possibly get through his daily routine of work, to say nothing of having time left for recreation and social enjoyment. Yet, while handling all these great enterprises, he served the people of Montana most acceptably in the Senate of the United States from 1901 until 1907, where he brought to bear all his marvelous ability and power of concentration, and made a record as one of the most diligent members and hardest workers in committee that ever entered that body. Soon after he entered the Senate, owing to his intimate knowledge of several languages, he was placed upon the Committee on Foreign Relations in which he served throughout his term. Although a ready thinker and fluent orator, he never addressed the Senate unless he had some subject of more than passing importance to speak upon, and when this happened his views were always given marked attention and carried exceptional weight. Few men have been more misunderstood by a large part of the public than has Mr. Clark. Many imagine that he entered public life through a desire to satisfy a purely personal ambition, when as a matter of fact nothing could be further from the truth. It was not by his own seeking that he came into active politics. He was forced into it at a time when a large class of citizens in Montana rebelled against the domination of a powerful machine in their affairs. The insurgent leaders of the time canvassed the situation and came to the conclusion that only one man could successfully lead their forces to victory. Mr. Clark was then in New York, and a committee was sent to urge him to take the leadership of the movement. At first he declined, but after repeated solicitations of the committee, and an appeal to his love of his State, and his obligation to the people of that commonwealth, he reluctantly consented to enter the fight. A political battle followed, which for unrestrained fierceness, bitterness, and malignity has never been equaled in this country. However, a leading characteristic of Mr. Clark is tenacity of purpose. In all his industrial undertakings, the difficulties encountered seem only to have added to his determination. Indeed, the more stubborn the resistance, the more determined this man has been to conquer. So it was in politics. Although he had entered the field unwillingly enough, as he advanced and the road was beset by increasing obstructions, he became all the more interested in fighting his way to success. For years this warfare waged, sometimes Mr. Clark was repulsed, but he never was routed and he never gave up until the goal was reached. With such a leader there could be but one termination to such a fight. But people of the nation never knew how high and unselfish has been the purpose of Mr. Clark in undertaking the overthrow of conditions which had become intolerable to a large portion of people in his State. It has been said of him that he was the richest man who ever entered the United States Senate as a member, and, although that is undoubtedly true, he is the last man who would ever claim such distinction. The one thing he never mentions to his most intimate associates in his wealth. At no time has he ever sought notoriety on this account, but on the contrary it is the one subject he shuns in conversation, for he appears to have the highly creditable pride of wanting to be measured rather by mental standards than by any other. He is as willing to match intellects with a man who has not a dollar as he was to try conclusions in industrial life with a genius like the late E. H. Harriman. Mr. Clark is a man whom wealth has not spoiled nor even changed. The humblest man in his employment can obtain easy access to him and a stranger listening to a conversation between them would never know from anything in Mr. Clark's manner which was the employer and which the employee. He keenly appreciates also the higher objects in life. His love of the beautiful is almost a weakness with him. Among his pictures, where he spends hours of enjoyment alone, he seems to give full play to the poetic side of his nature. Among art lovers both in Europe and this country he is recognized as an unerring judge of paintings. He has purchased, from time to time, some of the world's great masterpieces, solely because he appreciates their every beauty, and is in complete sympathy with the ideals expressed by the artist. He constructed and completed a few years ago, on Fifth Avenue, New York, what is considered the finest private residence in the world—a veritable palace—and has placed therein a collection of tapestries of

the fifteenth, sixteenth, and eighteenth centuries of the highest quality—also the greatest number of sixteenth century Persian carpets in any single collection. His collection of pictures comprises the finest examples of the great masters of all schools of painting, both ancient and modern, and more particularly of the Barbizon School, which is unsurpassed in the world. It is indeed remarkable that this man who can converse so technically and instructively with men in all professions and walks of life can also in the company of the greatest artists and authorities in matters of that kind captivate them with the depth of his knowledge of their own departments. There is a marked love of humanity in Mr. Clark's nature which finds expression in intelligent works of charity. His generosity takes practical forms. In giving to others he believes in exercising the mind as well as the heart. Donating money without seeing it put to the best possible use does not appeal to him, but when he gives of his wealth, he also contributes his time and attention to the charitable objects in which he has been interested. In Butte he has built as memorial to his youngest son, who died at the age of sixteen, when preparing to enter Yale University, the Paul Clark Home for Children. In this institution some eighty boys and girls who may have lost one or both parents have their loss made up to them so far as it is in the power of human love and kindness to do so. There is nothing suggestive of a charitable institution about this home, but it is a real home full of fun and laughter. Here the children not only have the advantage of a good common school education, but the boys are taught trades and the girls learn to sew and cook and become good housewives. Mr. Clark maintains this institution entirely alone, although, in order to disguise its charitable phase, those who are able to do so are allowed to pay something toward the board of their children, but the great majority do not contribute, and no difference is made in the treatment of the children on this account. They are all members of one big happy family with as little restraint thrown around them as is found in any private home. No one appeals to Mr. Clark's heart like a child. In one of the canyons near Butte years ago he established a beautiful breathing spot, known as Columbia Gardens. He employed the best landscape gardeners that could be obtained and these grounds were laid out in a manner that is the wonder of every visitor, and it is the one place to which every stranger in Butte is at once taken. Here is found a thoroughly equipped playground for the children, with all kinds of swings, see-saws, ladders, sliding apparatus, and everything that can be imagined to gladden the heart of a child. Little streams fed by the eternal snows of the main range of the Rocky Mountains, against which this beautiful spot nestles, meander through the grounds, and empty into a lake, in which the children bathe and boat. Lawns and flower beds are laid out in a manner that is most captivating to the eye, and in the summer time the children are turned loose in one portion of the gardens and allowed to pick all the flowers they want. Nearly all the different wild animals of Montana, including buffalo, elk, bear, and deer, are found in another portion of the grounds, and at one side large greenhouses are located together with a fish hatchery. In the large grove tables and easy rustic seats are provided for the family parties who want to picnic under the trees. The unique feature of this institution is that each Thursday in the spring and summer every child in Butte and vicinity is Mr. Clark's guest, being carried to and from the gardens in street cars free of charge, and generally on these days he has 8,000 to 12,000 children as his guests. Many children owe it to Mr. Clark's kind heart that they are not destined to go through life crippled, for he has borne the expense of having notable medical experts treat these little folks and straighten their crooked or dislocated limbs. In addition to this Mr. Clark has educated at his expense many children who have shown talent along artistic lines, and who never would have had their gift cultivated without his aid. Recently in Los Angeles, as memorial to his mother, who died there a few years ago, he made a large donation for the erection of a home for working-girls, which is to be under the management of the Young Women's Christian Association of that city. This institution, which cost a large sum, now provides a comfortable home for 200 working-girls at a nominal cost. It is doubtful if there has been a church built in Montana, or any other good institution started in the commonwealth, that does not have to acknowledge a debt of gratitude to Mr. Clark. His power of mental concentration, his mastery of detail, and his unsurpassed expertness in a number of professions and technical knowledge of numerous complicated industrial lines in which he is interested, make him the marvel of everyone who has any intimate knowledge of the many-sidedness of his character and the dynamic force of his tireless energy. He is a living example of the fact that it is possible for some minds backed by limitless will power to acquire the highest possible knowledge upon any number of subjects, to obtain expertness in any one of which the average individual would consider a life's task. Farseeing, genial, and democratic in the extreme, his character and career stand forth as an inspiration to ambitious youth, while his remarkable achievements are the admiration and wonder of his contemporaries.

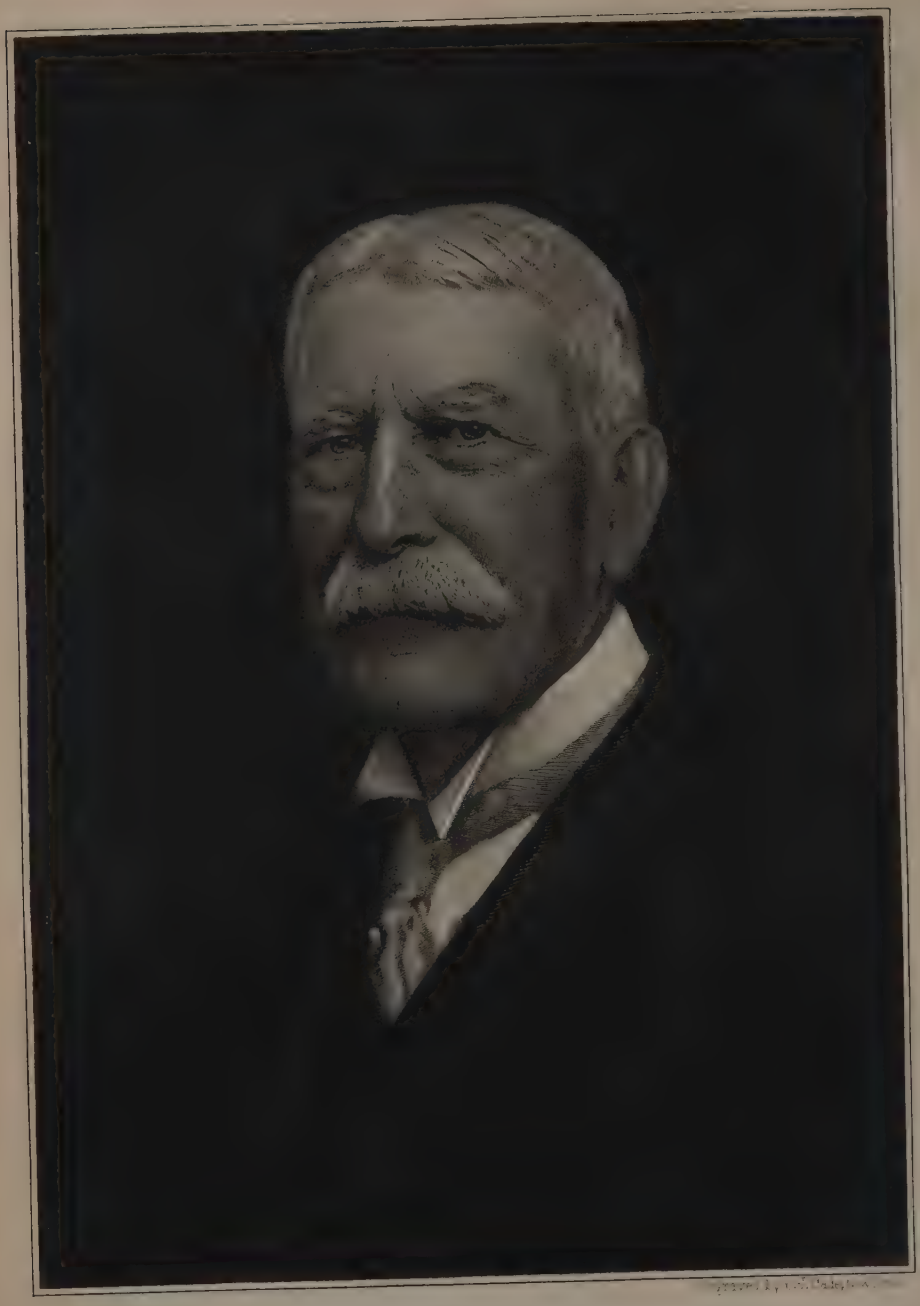
ARCHBOLD, John Dustin, financier and industrial leader, b. at Leesburg, Ohio, 26 July, 1848; d. at Tarrytown, N. Y., 5 Dec., 1916, son of Rev. Israel and Frances (Dana) Archbold The founder of the family in America was James Archbold, a native of County Kildare, Ireland, where he was born in 1766, migrating to America and landing in Baltimore on 16 Nov., 1787. Three years after his arrival from Ireland—in 1790—he married Miss Ann Kennedy, of Prince George County, Md. He followed some scholastic calling. They had a large family, eight sons and four daughters, and moved from place to place through Maryland, Washington City, and Virginia, finally taking the trail to Ohio. James Archbold died on 20 Sept., 1819, in his fifty-third year. His widow, Ann, survived him twenty-four years, dying in her seventy-fifth year in Moorfield, Harrison County, Ohio, 25 July, 1843. James Archbold came of a family settled in Ireland for



Jno. D. Archbold

six hundred years and during all that time prominent in Wicklow and Kildare as gentlemen landholders, identified with one side or the other of the successive struggles that marked the history of the troubled island. They intermarried with the families of native chieftains, but there were always men of the family to carry forward the Archbold name. William Archbold was created baron of the Irish Exchequer in the late nineties of the fourteenth century and Henry IV appointed another William Archbold, in 1400, constable of the Castle of Mackinnegan in Wicklow. Richard Archbold of the family was elected prior of the noble Mitred House of Kilmainham in 1491. Under Queen Elizabeth some of the family estates were confiscated by the Crown to be restored under James I. In the Irish revolt of 1641 most of the family acted with the Irish lords to judge by the many attainders issued under Charles I against their lands and persons, some of these afterward released. Six of the family fought on the side of James II—officers in Dongan's Dragoons—at the siege of Limerick. When the Jacobite Irish officers and regiments left Ireland for service in European armies, two of the Archbolds are found on the Spanish rosters, Don Diego (James) Archbold, lieutenant, and Don Miguel (Michael) Archbold, lieutenant-colonel of the regiment of Ultonia. At what time or what branch of the family became Protestant is obscure, but James Archbold, the emigrant of 1787, was probably of that faith. He is described as "a fine scholar," and wrote a fair hand as seen in the entries he made in one of the family Bibles. Two of his sons preached the Gospel in the Methodist Episcopal Church, one, his youngest, Noah, who, as the family Bible says, "having preached Christ departed in peace from this sublunary scene," on 13 Aug., 1836, in his twenty-seventh year. The other was Israel, father of John Dustin Archbold, born in Mount Prosperous, Harrison County, Ohio, 2 Nov., 1807. He lived a life of service rich in the esteem of his co-religionists. He married at Newport, Ohio, Miss Frances Dana, daughter of Colonel William Dana who traveled by wagon from Massachusetts to Marietta, Ohio—one of the true Ohio pioneers. For twenty-five years the Rev. Israel Archbold was a member of the Pittsburgh Conference. He died in 1859. Thus we see that the gentle dominie's son, one of four orphaned children in the little Ohio town, was dowered by blood with high qualities from fighting, dominating, devoted forbears whether of Irish or New England strain. Of this the boy of eleven knew little or nothing: but these aids from the elder days were soon to be fighting on his side in a long and successful battle with the world. John Dustin was the third son. His eldest brother entered the church, his second brother went to the war: little John's the task then to look after his mother and his little sister. The family moved to Salem, Columbia County, and John after a short term at school went to work in a grocery store for an exceedingly modest wage. He soon showed his grit and his ambition for before a year was out it is recorded that he was earning $5.00 a week—more than three times his initial pay. Oil had first been struck in the world's history on Oil Creek, near Titusville, Pa., on 26 Aug., 1859, not more than sixty miles from Salem, and the great stroke of Colonel Drake was all the talk in Schilling's grocery as well as in all others the country round. The story of the wells, the flowing oil, the fortunes made by farmers owning lucky "territory," the tale of huge sums of money won or lost in quick turns of the oil market or the gushing or shrinking of the wells, reached Salem as elsewhere. For long it tempted John who had ambitious dreams, but his duty to his mother and the intense interest he bestowed on Mr. Schilling's business still riveted him to Salem. He formed a plan. This was to increase his weekly gains by increased work, so as to be able to save something and next to give every waking moment outside his task to increasing his knowledge. He was growing brighter, sharper, stronger, but his inches were not, so that when in 1864 and his sixteenth year, he resolved to go with his little hoard of savings to Titusville in search of fortune, he looked barely fourteen. Except in the depths of his heart, he had nothing of the minister's son about him. Bright, alert, fearless, quick at figures and bubbling over with high spirits he appeared in Titusville, which in a short five years had been metamorphosed from a sleepy village of 400 inhabitants, one store, and one little inn to the oil metropolis with 8,000 residents, banks, churches, hotels, pretentious stores, and a seething floating army of 2,000 adventurers and transients all seeking the road to wealth in petroleum. He found employment with a typical Connecticut merchant, W. H. Abbot, who hired him as a clerk and was not long in discovering that the boy could do better things than office work. Mr. Abbot was making money buying crude oil at the wells and shipping it in barrels—the best mode of transport of the time—to New York. The new railroad had been pushed down Oil Creek to Oil City, and twice a day Abbot traveled down and back, picking up bargains in oil. After a while he brought young John along, but so rapid had been the clerk's progress in learning the turns of the trade that Abbot shortly turned over the whole purchasing to "the boy." He was now earning largely. Keeping back $1,000 against contingencies, he spent his profits on buying a new home for his mother and sending his sister to college. Before he was nineteen he was made a partner by Mr. Abbot. A contemporary, still living, Joseph Seep, first met John D. Archbold in 1869 and testifies to his cheerful humor, ready wit, and the whole-souled way he went about his work. "Well I recall my amazement at the large transactions the boy would carry through. He was about twenty years of age, but looked like sixteen. I remember on one occasion he sold to Jonathan Watson a line of 5,000 barrels a month, buyer's option, running through the year at $6.00 a barrel, amounting to $360,000 in money. Watson, a little sick of his bargain, told John that he wanted the oil delivered in barrels. John's reply was, 'I will put it in bottles if you furnish them.'" As a proof of John D. Archbold's moral courage, Mr. Seep recalls that when the South Improvement Company was started, excitement

ran high along Oil Creek, and he with other employees of the Standard Oil Company was threatened with a coating of tar and feathers and a ride out of town on a rail. Actually their resignation from the Titusville Oil Exchange was demanded. There was a meeting with violent, menacing speeches in favor of expelling them when, says Mr. Seep: "Little John D. Archbold—one of the strongest opponents of the South Improvement Company—his boyish face aglow, rose out of that meeting of angry, bearded, husky men, and in his big, manly voice protested, saying, 'We should not be held responsible for the views or the doings of our employers.'" Two others followed John and the expulsion idea fell through. Two or three years later, the Abbot firm was dissolved and John D. joined another firm, Porter, Moreland and Company, which built a large refinery at Titusville. He was selected to attend to the sales and the financing of the business, and made his first entrance into New York in that capacity with offices in William Street. Joining the sales of other oil region refining concerns with his own he had great success. In 1870 he married Miss Annie Mills, daughter of Maj. S. M. Mills, of Titusville, a Civil War veteran who owned the chief hotel of the town. It was in this year that the Standard Oil Company of Ohio was born. The two brothers, John D. Rockefeller and William Rockefeller, with Henry M. Flagler and Samuel Andrews, were the incorporators, and with it a new power arose in the world of oil. This is not the place to dwell at length on the factors of the struggle in which it gained its mastery; but it was in open fight from the beginning with the producers and refiners of the "Oil Region" of Pennsylvania, yet with scarce an exception in the five years from its start, it gathered into its fold the leading refiners of the country. With John D. Rockefeller this material growth of the company was best seconded by securing men of brains, capacity, and audacity to captain its forces, and when, in 1875, after John D. Archbold had been elected president of the newly reconstructed and vigorous Acme Oil Company of Titusville, the Standard Oil Company made proposals for its purchase on highly advantageous terms, perhaps the greatest asset it brought to the buyer was Mr. Archbold himself. He was by this time master of the details and the entire business from drilling and manufacturing to marketing and financing. His rare talents were at once fully employed. In the fall of 1875 he was elected a director of the Standard Oil Company of Ohio—and he was twenty-seven years old! Thirty-five years later John D. Rockefeller in his "Random Reminiscences" writes: "I can never cease to wonder at his capacity for hard work." From the period of Mr. Archbold's election to the directorate onward to the close of 1916, full forty-one years, Mr. Archbold's history is that of the Standard Oil Company, perhaps the greatest, certainly one of the greatest and most powerful business organizations the world has ever seen. His great mental force, his buoyant spirit, his sense of humor no less than his sense of justice and outreach after progress carried him forward and all with him. His capacity, so early shown, of instantly grasping the essentials of any business problem only broadened with the years. The uses of lubricating oils, the production of the vaselines, wax, and naphthas were so much added to his cares. Organizing for the spread of the company's activities in new fields, the pipe lines, the oil cars, the tank steamers—a great fleet of them—all came in the day's work. Finally the brunt of the long legal fights against the very existence of the company fell on no shoulders more heavily than on his. He seemed equal to it all. Henry M. Flagler practically retired from the company in the eighties: John D. Rockefeller in 1896. William Rockefeller too ceased active administration a few years later. With his great associate, Henry H. Rogers, Mr. Archbold never faltered under the greater load. And when, a few short years since, Henry H. Rogers passed away, John D. Archbold still manfully stood at the helm. As to official honors, Mr. Archbold was named as one of the nine trustees chosen to administer the first Standard Oil Trust on 4 Jan., 1882. When the trust was dissolved ten years later and all the vast properties were vested in the Standard Oil Company of New Jersey in 1892 with nominal capital of $100,000,000 representing a far greater actual value, he was elected to the directorate, and on the entire liquidation of the trust, he was elected vice-president, 18 June, 1899. This title he held until the dissolution in 1911 of the great company into its thirty-four subsidiary companies by order of the U. S. Supreme Court under the Sherman Anti-Trust Act of 1890, after four years of harassing litigation. Then on the retirement of John D. Rockefeller, Mr. Archbold was elected president of the company and so remained till his death. Long before this his sagacity had made clear to him that under the existing corporation laws of forty-seven different states conflicting conditions were manifold and that there was no real safety in the transaction of a nation-wide business against running counter to the provisions of federal laws aimed blindly at the repression of the greater corporations. His judgment led him to favor a frank federal incorporation law which, under proper provision for penalties in case of violation of the principles of fair competition, should permit the free functioning of the largest companies. He did not overlook State rights of policing and taxation in this, but pleaded for the simple right to run a large business under a proper federal charter. He set this forth at length before the Industrial Commission in 1899. It is a landmark in the history of American business. Mr. Archbold made New York his permanent home, and acquired the beautiful estate of Cedar Cliffs at Tarrytown in the early eighties where he raised his family amid the most genial surroundings, and rested from his severe daily labors. He had naturally acquired wealth from the sheer increment of his Standard Oil holdings. He never showed any disposition for outside speculation, but was assiduous in a philanthropy as wide as it was modest in operation. His deep religious convictions have been mentioned. They early led him to a close friendship with Rev. Dr. James Roscoe Day, pastor



O. M. Flagler

... Here he embarked in the grain ... in which he soon displa... distinguished his subsequent ... for his firm the largest ... in the city. It was ... that he became acquainted ... Rockefeller, through whose firm, ... commission merchants, he ... of wheat. In the mean- ... much of his grain. Mr. ...

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... was well informed by his partner, John D. Rockefeller, in his book, "Random Reminiscences of Men and Events" (1909), from which the following is taken: "The part played by ... in the early days ...

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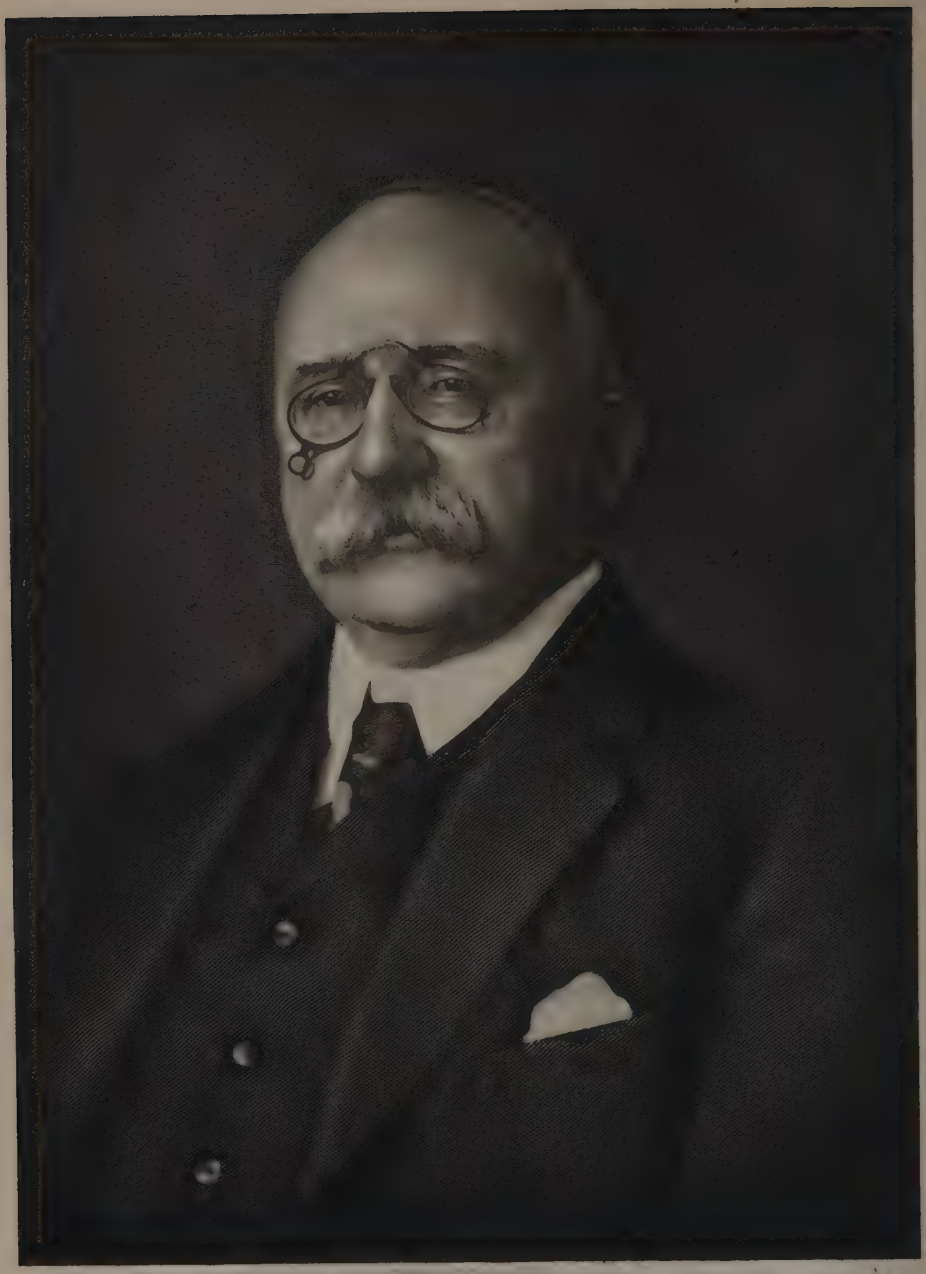
... of Clark & Rockefeller. A little later ... out Mr. Clark and combined the trade with ... own. Naturally I came to see more of him. The business relations which began with the handling of produce he consigned to our old firm grew into a business friendship, because people who lived in a comparatively small place, as Cleveland was then, were thrown together much more often than in such a place as New York. When the oil business was developing and we needed more help I at once thought of Mr. Flagler as a possible partner and made him an offer to come to us and give up his commission business. This offer he accepted, and so began that lifelong friendship which has never had a moment's interruption. It was a friendship founded on business, which Mr. Flagler used to say was a good deal better than a business founded on friendship, and my experience leads me to agree with him. For years and years this early partner and I

of St. Paul's Methodist Episcopal Church, then a conspicuous edifice on Fourth Avenue, New York. Mr. Archbold became a trustee of the church, and when in 1894 Dr. Day was translated to the chancellorship of Syracuse (N. Y.) University, Mr. Archbold accepted a trusteeship there also. In a short time he became chairman of the board of trustees. As long as he lived he continued to give freely of his time, his counsel, and his money to the university. It was a continuous benevolence, but among other gifts he furnished the funds for Sims Hall, a large dormitory for men, built and equipped the fine gymnasium, the largest in the college world, and the noble stadium with its seating capacity of 20,000. He was rewarded by seeing the university grow with giant strides. To the New York Kindergarten he gave its building, endowing it with half a million dollars in memory of his deceased daughter, Frances (Mrs. Wolcott). He was a member of the Board of St. Christopher's Home and Orphanage. In his many charities he entirely ignored denominational lines. Mr. Archbold was a member of the Manhattan, Union League, Racquet and Riding Clubs, of the Ardsley Casino, and the Ohio Society whose annual banquets he loved to attend surrounded by a bevy of friends. He was survived by the wife of his early days and three of their children: Mary L. (Mrs. M. M. Van Beuren), Anne M. (Mrs. Armar D. Saunderson), and John Fletcher Archbold.

FLAGLER, Henry Morrison, capitalist and railroad financier, b. in Hopewell, N. Y., 2 Jan., 1830; d. at his winter home, West Palm Beach, Fla., 20 May, 1913, son of Isaac and Elizabeth (Morrison) Flagler. The first of the family to come to this country was Zachariah Flegler (the original spelling), who emigrated from German Palatinate through Holland, landing in West Camp, Columbia County, N. Y., in 1710. Later, he removed to Dutchess County, N. Y., and settled in what is now the town of Beekman. Henry M. Flagler, the subject of this review, attended the district school until fourteen years of age, when he concluded that the meager $400.00 yearly salary which his father received as Presbyterian clergyman was inadequate for the needs of the family. He left home; walked nine miles to Medina, where he boarded a freight boat on the Erie Canal for Buffalo, from which place he went by vessel to Sandusky, Ohio, a three days' trip in a continuous storm. It was a harrowing experience of seasickness and loneliness for young Flagler, who, upon landing, staggered along the wharf from exhaustion. He had eaten the lunch his mother had put in his carpetbag and his negotiable possessions totaled a five-franc piece, a French coin the equivalent of a dollar; five cents in silver, and four copper pennies. The five-franc piece he retained till his death. He immediately obtained employment as clerk in a country store at $5.00 a month and his board. Soon afterward, he removed to Fostoria, Ohio, then called Rome, where he entered the employ of the father of Charles Foster, who became governor of Ohio and later Secretary of the Treasury in President Harrison's cabinet. By thrift and industry young Flagler accumulated a little money, and then removed to Bellevue, an adjoining county. Here he embarked in the grain commission business, in which he soon displayed the talent that distinguished his subsequent career, and built up for his firm the largest grain shipping business in the city. It was in this capacity that he became acquainted with John D. Rockefeller, through whose firm, Clark & Rockefeller, commission merchants, he sold many carloads of wheat. In the meantime, as an outlet for much of his grain, Mr. Flagler acquired an interest in a distillery. All of his interests in Bellevue he later disposed of, and his business activities there netted him $50,000. He then located in Saginaw, Mich., where he engaged unsuccessfully in the manufacture of salt. In this venture he dissipated his little fortune, and was left $50,000 in debt. However, he borrowed sufficient money at 10 per cent. interest to liquidate these debts, and removed to Cleveland where he again entered the grain and produce commission business. His subsequent activities soon afterward (1867) resulted in his becoming associated with Messrs. Rockefeller and Andrews in their small oil business, which ultimately developed into the Standard Oil Company, the greatest industrial enterprise in history. A glowing tribute to Mr. Flagler's business ability is well outlined by his partner, John D. Rockefeller, in his book, "Random Reminiscences of Men and Events" (1909), from which the following is taken: "The part played by one of my earliest partners, H. M. Flagler, was always an inspiration to me. He invariably wanted to go ahead and accomplish great projects of all kinds; he was always on the active side of every question, and to his wonderful energy is due much of the rapid progress of the company in the early days. It was to be expected of such a man that he should fulfill his destiny by working out some great problems at a time when most men want to retire to a comfortable life of ease. This did not appeal to my old friend. He undertook, single-handed, the task of building up the East Coast of Florida. I first knew Mr. Flagler as a young man who consigned produce to Clark & Rockefeller. He was a bright and active young fellow, full of vim and push. About the time we went into the oil business Mr. Flagler established himself as a commission merchant in the same building with Mr. Clark, who took over and succeeded the firm of Clark & Rockefeller. A little later he bought out Mr. Clark and combined the trade with his own. Naturally I came to see more of him. The business relations which began with the handling of produce he consigned to our old firm grew into a business friendship, because people who lived in a comparatively small place, as Cleveland was then, were thrown together much more often than in such a place as New York. When the oil business was developing and we needed more help I at once thought of Mr. Flagler as a possible partner and made him an offer to come to us and give up his commission business. This offer he accepted, and so began that lifelong friendship which has never had a moment's interruption. It was a friendship founded on business, which Mr. Flagler used to say was a good deal better than a business founded on friendship, and my experience leads me to agree with him. For years and years this early partner and I

worked shoulder to shoulder; our desks were in the same room. We both lived in Euclid Avenue, a few rods apart. We met and walked to the office together, walked home to luncheon, back again after luncheon, and home again at night. On these walks, when we were away from the office interruptions, we did our thinking, talking, and planning together. Mr. Flagler drew practically all our contracts. He has always had the faculty of being able to clearly express the intent and purpose of a contract so well and so accurately that there could be no misunderstanding, and his contracts were fair to both sides. There are a number of persons still alive who will recall the bright, straightforward young Flagler of those days with satisfaction. At the time when we bought certain refineries at Cleveland he was very active. . . ." Mr. Flagler displayed rare aptitude in the development of the oil business, and was actively connected with the management of the Standard Oil Company from the time of its formation, 1867, till 1908, when he resigned from the vice-presidency, though continuing as a director until 1911. Standard Oil, however, is not the only monument to his constructive genius. In 1885, at the age of 55, when most men are about to retire, his capacity for achievement impelled him to embark in the immense undertaking of developing the East Coast of Florida into an American Riviera. Upon his visit to Florida in that year, his power of quick discernment and accurate observation enabled him immediately to recognize its latent possibilities, and he conceived most elaborate plans for its development. So, with his money and ability, he devoted himself to transforming the East Coast from St. Augustine to Key West from a barren wilderness into a veritable paradise. He built the Florida East Coast Railroad and later erected the following hotels: Ponce de Leon and Alcazar at St. Augustine; Ormond at Ormond; Royal Poinciana, and The Breakers at Palm Beach; Royal Palm at Miami; Continental at Atlantic Beach, and the Colonial at Nassau, New Providence, Bahamas. In these stupendous undertakings, Mr. Flagler was not actuated by self-aggrandizement. He was not, at his age, influenced to put $30,000,000 into it because of its attractiveness as a financial venture. He was fired with a great desire to do something for humanity, and he yielded to his boundless capacity for achievement. As fast as the wilderness was cleared, roads, houses, hotels, gardens, parks, and palaces dotted the landscape. St. Augustine, Ormond, Daytona, Palm Beach, Miami, and the many beautiful villages were developed throughout the three-hundred-mile region. His extensive irrigation and drainage schemes gave additional fertility, and the opportunity to move the crops afforded by the railroads established the prosperity of that section of the country. Not content with having virtually created an empire, Mr. Flagler rounded out his great cycle of achievements with the miracle of an "Over-Sea" railroad, an extension of the Florida East Coast Railroad from Miami to Key West, spanning the glistening keys, a distance of 156 miles. For many years his plan was ridiculed as impracticable and was called "Flagler's Folly," but the seemingly insurmountable obstacles with which it fairly bristled fascinated him, and he launched into it with unusual enthusiasm. The length of the many bridges which span the keys varies up to seven miles, the Flagler viaduct, the longest bridge in the world, and from which no land is visible on either side. It spans the point where the waters of the Atlantic Ocean and the Gulf of Mexico meet, where the depth is from twenty-six to thirty-six feet. It is built with all concrete piers, some of which have concrete arches. After the construction of the bridge had progressed for about four years, the engineers declared its completion impossible, and work was discontinued. Notwithstanding that many of Mr. Flagler's associates, who regarded the project as purely visionary, tried to dissuade him from further attempt, he, inspired by the fine encouragement of Mrs. Flagler, resumed operations on it a year later. The railroad was completed in 1912, and its formal opening, at Key West, in January, 1913, was attended by the largest delegation of United States Senators and Representatives ever appointed to represent those bodies. Mr. Flagler, then eighty-one years of age and feeble, was present at the celebration. He not only received the plaudits of the nation for his prodigious individual achievement but was heartily felicitated in having lived to the realization of his great ambition. This unique railroad through the jungle and across the sea, besides furnishing an outlet for Florida's crops, is of international importance. Its operation has helped to focus the world's attention on Florida and the South in connection with the rapid development of the West Indies, and the enormous expansion of commerce sure to come through the completion of the Panama Canal and the resultant growth in our trade with Central and South America and the Orient. It also strengthens the power of the government in protecting its shores along the Gulf of Mexico and on to Panama. Mr. Flagler always showed great consideration for the welfare and safety of his thousands of employees, and he used every precaution for the prevention of occupational accidents. He was highly complimented by General Brooke, U. S. A., upon the occasion of his visit to the camp of the 8,000 workmen. He said: "I wish the United States men received as good treatment." Mr. Flagler desired no distinction as a philanthropist, yet no religious, charitable, or civic organization on Florida's East Coast ever appealed to him for aid unsuccessfully. Besides maintaining innumerable private charities, he assisted in one way or another every community on the line of his railroad. He gave ground for the building of churches and school houses, for public buildings and public clubs without number. He furnished public utilities and maintained them at financial loss to himself. He built streets and country roads, sewers and canals, and turned them over, without charge, to many towns and cities. If the rain or the frost destroyed a crop, his quick sympathy and ready purse were immediately in evidence with an offer to supply as much seed and fertilizer as might be needed. Measured by the importance to humanity of the monumental results of his splendid judgment and lavish expenditure on his project, Mr. Flagler can be justly regarded as one of the most useful men of his generation and an inspiration



ANTHONY N. BRADY.

ing his majority he opened a tea store in Albany, N. Y., and soon developed the jobbing business that distinguished his subsequent career. In 1870, by purchasing or absorbing all of his competitors, he acquired exclusive control of the retail tea trade in Albany and Troy; and through his competent management of the business, soon accumulated considerable capital. This he invested in [illegible] which he developed into a large enterprise. He then became interested in [illegible] which purchased gas plants in Albany, Troy, and Chicago and street car lines in Albany and Troy. Because of the rare ability he displayed in the organization and administration of the affairs of these transit and lighting companies, his counsel was sought in the interest of these important branches of public service in New York, Brooklyn, Washington, Philadelphia, and other cities, in all of which he succeeded in reorganizing and perfecting numerous public lighting systems of New York and Brooklyn

the display of his capabilities, and the splendid results of his efforts in both of these

tive genius and executive talents. His activities in New York in the transit branch consisted of rebuilding the "Blackball" railway system, and in planning and effecting the consolidation of the surface lines of that section. In Brooklyn, he united a large number of inefficiently and unintelligently conducted traction organizations of small size into one large, active organization. Nor were his efforts in the light and power corporations of [illegible] Brooklyn any less successful. [illegible] development of the New York [illegible] organized in 1901 [illegible] president and chairman of the executive committee, which position he held at the time of his death in 1912; and its rapid growth during his twelve years' tenure of office was a striking example of the fertility of his methods. The number of its consumers, which included those in Manhattan and Bronx, increased during the period of his activity from 11,015 to [illegible] and the horsepower from 30,000 to [illegible] while the cost of lighting was reduced from [illegible] hours; and in Brooklyn, as executive head of the [illegible] Company, he [illegible] tion was broad; and his construction of the great dam on the Tennessee River, at Chattanooga, which effected a great industrial improvement in a large section of the South, is further proof of the versatility of his business genius. Its benefits were so manifest that upon its opening he was extolled by the

Nicholas, capitalist, b. in 1813; d. in London, son of Nicholas and . In 1843 he came,

to the youth of the country. The greatest monument to him is the love and affection he built up in the hearts of thousands of men and women who achieved prosperity and financial safety by the immense, enduring work he has done. Mr. Flagler's humanitarian work has not been interrupted because of his death, for Mrs. Flagler, who always displayed rare enthusiasm and sympathy in all of her husband's plans, continued his work in accordance with his wishes. In fact, the completion of the "Over-Sea" road is largely due to her influence, as she not only consented to but advised unlimited expenditure to effect the realization of her husband's most ambitious effort. Mr. Flagler looked forward to the completion of the road as the "romance of his life." It was their principal topic following their marriage, in 1901, one year before work on the road was commenced. Although Mr. Flagler retained his alertness of mind till the end and gave his attention to the affairs of the road and the hotels, the vicissitudes of old age destroyed his sight and hearing some months before his death. Much responsibility, therefore, devolved upon Mrs. Flagler, who was thoroughly conversant with all matters concerning his immediate and future plans for development. Important among these was the increase made in the freight-car ferry service between Cuba and Key West. The original car ferry, the "Henry M. Flagler," became inadequate for handling the immense volume of shipments to and from these points, and another, built by Cramp and Company, was installed in 1916. It has a capacity of thirty freight cars and is equipped with tanks that hold many hundred barrels of oil, the "Joseph R. Parrott," in honor of an associate, whose death occurred shortly after Mr. Flagler's, in 1913. In appreciation of Mrs. Flagler's assistance and the zeal with which she entered into his work, he left her his immense fortune; and she, in her devotion to her husband's memory, continued the improvement and development of the empire which he founded. Mr. Flagler was for many years vice-president and director of the Standard Oil Company; president and chairman of the board of directors of the Florida East Coast Railway and Jacksonville Terminal Company, director of the Western Union Telegraph Company, Morton Trust Company, and other corporations. He was a member of the Union League Club (New York), New York Yacht, and the Larchmont Yacht Clubs. Mr. Flagler was thrice married: First, in Bellevue, Ohio, 9 Nov., 1853, to Mary Harkness, and they were the parents of three children, one of whom, Harry H. Flagler, survives; married secondly, on 6 June, 1883, to Ida A. Shourds, and, thirdly, in Kenansville, N. C., on 24 Aug., 1901, to Mary Lily Kenan, daughter of William R. and Mary (Hargrave) Kenan, of Wilmington, N. C.

BRADY, Anthony Nicholas, capitalist, b. in Lille, France, 22 Aug., 1843; d. in London, England, 22 July, 1913, son of Nicholas and Ellen (Malone) Brady. In 1843 he came, with his parents, to this country, settling in Troy, N. Y. He attended the public schools of Troy until the age of thirteen, when, ambitious to engage in business, he entered the employ of the Delevan Hotel. Upon attaining his majority he opened a tea store in Albany, N. Y., and soon displayed the capacity for business that distinguished his subsequent career. In 1870, by purchasing or absorbing all of his competitors, he acquired exclusive possession of the retail tea trade in Albany and Troy; and through his competent management of the business, soon accumulated considerable capital. This he invested in granite quarries, which he developed into a large enterprise. He then became interested in a company which purchased gas plants in Albany, Troy, and Chicago, and street car lines in Albany and Troy. Because of the rare ability he displayed in the organization and administration of the affairs of these transit and lighting companies, his counsel was sought in the interest of these important branches of public service in New York, Brooklyn, Washington, Philadelphia, and other cities, in all of which he succeeded in rehabilitating and perfecting numerous public utility undertakings. The transit and lighting systems of New York and Brooklyn probably afforded the best opportunities for the display of his capabilities, and the splendid results of his efforts in both of these cities are evidence of his unusual constructive genius and executive talents. His activities in New York in the transit branch consisted of rebuilding the "Huckleberry" railway system, and in planning and effecting the consolidation of the surface lines of that section. In Brooklyn, he unified a large number of inefficiently and indifferently conducted traction organizations of small size into one great, perfect organization. Nor were his efforts in the light and power corporations of New York and Brooklyn any less successful. In fact, the development of the New York Edison Company, which he organized in 1901 and of which he became president and chairman of the board, was probably the most notable of his great cycle of business achievements. By his previous satisfactory management of public utilities in other cities, Mr. Brady brought into this company an element of assurance that immediately riveted the confidence of the New York public; and it is entirely through his energy and ability that the company grew to its subsequent importance. He served as executive head of the company by successive re-elections till his death in 1913; and its rapid growth during his twelve years' tenure of office was a striking example of the fertility of his methods. The number of its consumers, which included those in Manhattan and Bronx, increased during the period of his activity from 11,015 to 184,775, and the horsepower from 30,000 to 400,000, while the cost of lighting was reduced from 62½ to 12½ cents for 1,000 candle-power hours; and in Brooklyn, as executive head of the lighting companies, he accomplished proportionate results. Mr. Brady's field of action was broad; and his construction of the great dam on the Tennessee River, at Chattanooga, which effected a great industrial improvement in a large section of the South, is further proof of the versatility of his business genius. Its benefits were so manifest that upon its opening he was extolled by the Manufacturers' Association of Chattanooga as follows: "The entire citizenship of Chatta-

nooga expresses its deep appreciation of the tremendous confidence Mr. Brady has shown in our city and section." That the dam was finally completed is entirely due to the indomitable persistence of Mr. Brady. Apparently insurmountable obstacles were encountered during its construction, and work on it had been discontinued on the advice of the engineers. Mr. Brady, however, with characteristic perseverance, was attracted by the resistless nature of the undertaking and advised resumption of work with unlimited expenditure, with the result that its ultimate completion cost six times the amount originally estimated. Mr. Brady was for many years actively identified with many of the leading public utilities corporations of the country, among them, as president, the Municipal Gas Company (Albany); Edison Electric Illuminating Company (Brooklyn); Memphis Consolidated Gas and Electric Company; Kings County (New York) Electric Light and Power Company, and the United Gas and Electric Company. Of the following companies he was chairman of the board of directors: Brooklyn Heights Railroad Company; Queens County and Suburban Railroad Company (Brooklyn); Brooklyn Union Elevated Railroad Company; Nassau Electric Railroad Company (Long Island); and People's Gas Light and Coke Company (Chicago); director in the Westinghouse Electric and Manufacturing Company; American Tobacco Company; United States Rubber Company; United Cast Iron Pipe and Foundry Company, and about thirty other corporations. Although public-spirited, the only public office he ever held was that of fire commissioner of Albany, 1882-86. Mr. Brady was always influenced to an extraordinary degree by a warm and enthusiastic consideration for the welfare of his employees; and in the ceaseless industry throughout his long life his relationship with labor was marked by uninterrupted harmony. This was attributed not only to the fairness of the wages but to a personal interest he delighted in showing in employees individually, and to the generous attention they received in his comprehensive constructive plans. These included the institution of profit-sharing and savings and investment plans in the Edison Company of Brooklyn, through which all of its employees have become stockholders; the care of those growing old in the service; of those injured and their dependents; the institution of educational courses in electrical technique, accounting and in business; of associations for relief and for friendly intercourse; for providing comfortable homes for the employees of the company; for the encouragement he gave to the National Electric Light Association in its welfare work, and for the hygienic regulations and the protection afforded the employees in preventing occupational accidents, the latter being so adequate that the Traveler's Insurance Company medal was awarded to the company by the American Museum of Safety. Mr. Brady's humanitarian principles were applied also to the people his many companies served. In recognition of this and as a means of inculcating upon the minds of railroad officials the importance of these principles, the American Museum of Safety instituted the Anthony N. Brady Memorial Medals, which are eagerly contested for annually by the managers of all the railroads throughout the country. The award is based on accident prevention by the railroads, not only among their own employees, but to the traveling public; on the sanitary conditions of their cars and shops, and on the welfare and benefit work they are carrying on among their employees. The first award of the Brady memorial medals was made in 1914 to the Boston Elevated Railroad, and in 1915 to the Union Traction Company of Anderson, Ind. Through the nature and extensiveness of the enterprises with which Mr. Brady was identified and his masterful administration of the companies that engaged his attention, he, by means that will bear the severest scrutiny, acquired a fortune that placed him in the front rank of the world's wealthiest men. That he became transcendent in the business world, was attributed to his power of quick discernment and accurate observation; and yet his fine sense of fairness always prevented him from seeking improper advantage of others. Mr. Brady's brilliant rise to eminence in the nation's business affairs stamps him as one of the most illustrious examples of self-development. The immense transit and lighting organizations built up by him are of great intrinsic value to their respective communities, and, while they serve as enduring testimonials to his ability, his family, in commemoration of his name, donated $125,000 to Yale University for the erection and equipment of a clinical and pathological laboratory to be known as the Anthony N. Brady Memorial Laboratory, and established the Anthony N. Brady Memorial Foundation of $500,000 for medical school endowment and building funds —fitting monuments to his generous character. Mr. Brady married 20 Aug., 1867, Marcia Ann, daughter of Harmon and Margaret Ruth Myers, of Bennington, Vt. They were the parents of six children: Nicholas F., James C., Margaret R., who married James C. Farrell; Mabel, who married Francis P. Garvin; Marcia, who married Carl Tucker, and Flora (Mrs. E. P. Gavit), who died in 1912.

ARNOLD, Bion Joseph, electrical engineer and inventor, b. in Casnovia, Mich., 14 Aug., 1861, son of Joseph and Geraldine (Reynolds) Arnold. The Arnold family settled before the beginning of the eighteenth century in the colony of Rhode Island, where many of its members have attained distinction. The earliest recorded ancestor in his direct line was Jeremiah Arnold (b. at Smithfield, R. I., in 1700), and from him the line of descent is traced through Jeremiah Arnold (2d) and his wife, Elizabeth Knight; their son, Ichabod Arnold; his son, Jeremiah (3d) and his wife, Percy Rounds, grandparents of Bion J. Arnold. His paternal grandfather, Joseph Rounds, was a soldier in the Revolution; his maternal ancestor, Edward Rawson, was secretary of the Massachusetts Bay Colony (1650-86); his maternal grandmother was Louisa Hale, of the Hale family of Massachusetts. Edmund Rawson, grandson of Edward Rawson, and grandfather of Rhoda Rawson Taft, ex-President Taft's great-grandmother, and Susanna Rawson, grandmother of Constant Reynolds, grandmother of Geraldine Reynolds, mother of Mr. Arnold, were brother and sis-

Brian J. Arnold

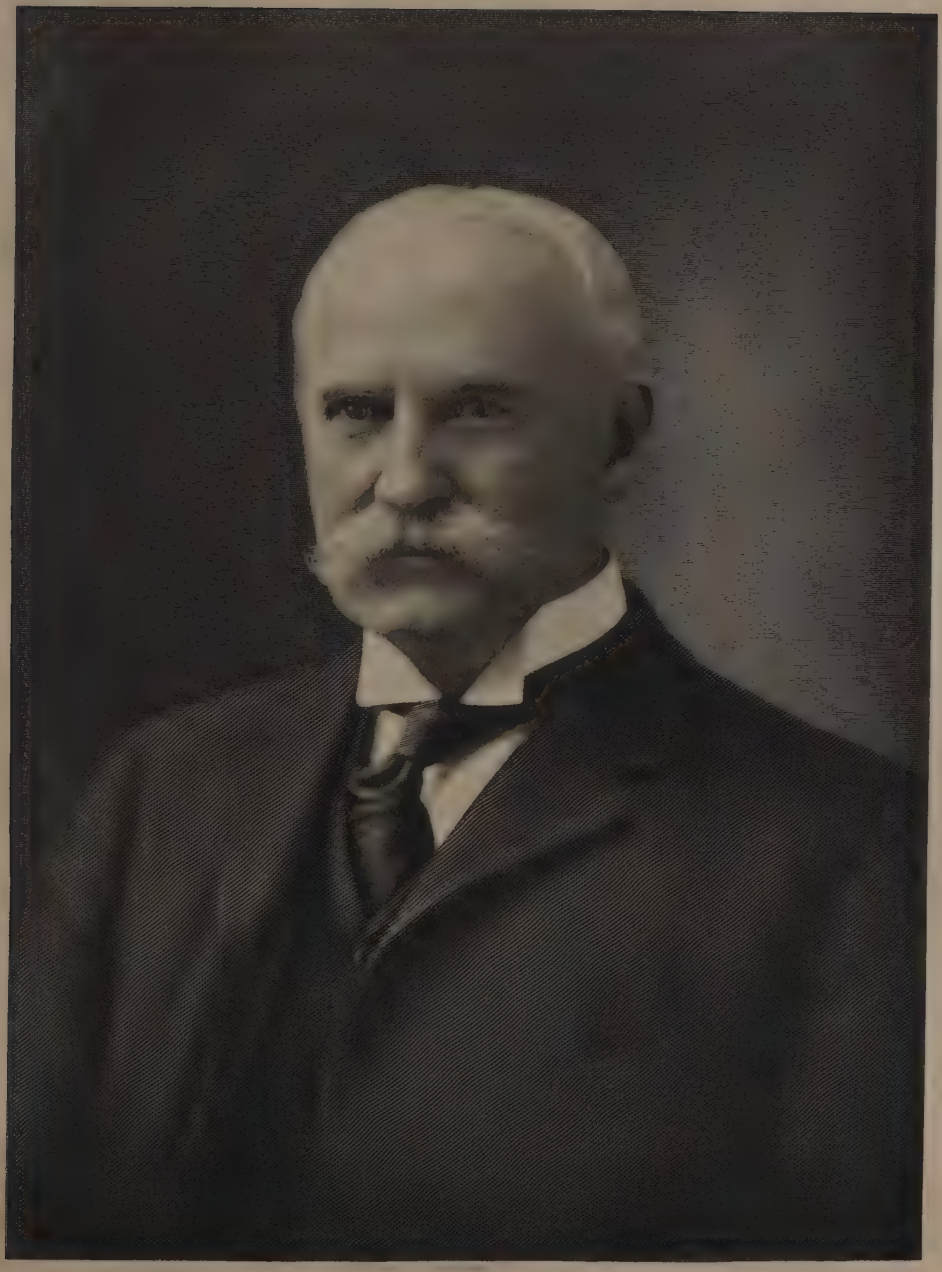
ter. Thus, as will be seen, Mr. Arnold comes of several of those excellent families who made the strength of the early colonies. Joseph Arnold, his father, following the custom of many young men of that time, emigrated with his family from Michigan to Nebraska in the summer of 1864, driving the entire distance by wagon. After wintering at De Soto, near what is now the town of Blair, the family finally located, in the spring of 1865, four miles south of what was then an Indian trading-post, called Salt Creek Ford, but which is now known as Ashland. The succeeding years, until the fall of 1872, they spent upon the prairie farm. In these strenuous times, Joseph Arnold supplemented his income from the farm by teaching school, acting as a justice of the peace, and serving as a member of the territorial legislature, in which he sat as a member from the Ashland District in 1865 and 1866, just prior to the admission of the Territory into the Union. Mrs. Arnold, a former school teacher, added to her duties as the wife of a pioneer, by thoroughly instructing her children not only in the elements of education, in which she was so well grounded, but also in self-reliance and those other cardinal principles which inspire ambition in the child and establish stability of character in the man. In 1872 the family moved into Ashland, Neb., where the father engaged in the practice of law. Naturally he wished his son to adopt the legal profession, but the boy's natural desire for mechanical work constantly directed his mind and eventually determined his course. His father's lack of patience with his constant "tinkering" with mechanical things, caused him, at the age of fourteen, to run away from home and join a steam threshing machine crew, the only one in the State, so far as he knew, and his only opportunity to acquire the experience he desired. For two years he followed the crew as its engineer, and it was this experience, by bringing him to a realization of his limitations, unless he listened to the advice of his parents and secured an education, that largely shaped the course of his life. Thus convinced, he informed his father that he desired to return to school. While still upon the farm his great aptitude for mechanics was shown in the many crude models of farm machinery which he constructed. During his school years at Ashland, he was "always building something," and between the years 1872 and 1880 he produced, in rapid succession, numerous boats, scroll saws, and models of steam engines. At twelve years of age he built a steam engine; at seventeen a bicycle, and at eighteen a small locomotive which was, in all details, a complete operating engine. All of these were built under the most adverse conditions and with only such tools as were available in the local blacksmith shop of his home town, for there were neither machine shops nor manufactories in the vicinity to awaken his interest or guide his work. Unlike most ambitious youths, his early efforts did not exhaust his capacity, but, contrary to the general rule, were really indicative of the possibilities awaiting development with maturity. In 1879 he entered the University of Nebraska, where he attended for one year, leaving because he wished to enter the U. S. Naval Academy at Annapolis, Md., as the State University did not then offer a mechanical engineering course. In the following year he was commissioned to apply for examination as a cadet engineer at the Naval Academy, but, through lack of sufficient preparation, failed to enter, as the examination was then competitive. He decided to study another year, obtain a reappointment and enter the academy a year later, but, on the advice of naval officers, who persuaded him that with the same amount of work he ought to do better in less time outside of the navy than in it, he gave up his naval ambition, and determined to secure an education without the assistance of the government. He entered Hillsdale (Mich.) College (where his parents were educated) in October, 1880, and was graduated B.S. in 1884, paying his way through college by traveling summers as an expert for engine manufacturing companies. He took the mathematical prize for a four years' course, and three years later was awarded the degree of M.S. In 1889 the same institution conferred upon him the degree of M.Ph. for engineering work done subsequent to his graduation. It was at this time, in April, 1889, that Mr. Arnold finished a postgraduate course in electrical engineering at Cornell University. In 1903 he received from Hillsdale College an engrossed testimonial diploma in recognition of his "distinguished learning and achievement in invention and in mechanical and electrical engineering,"—a unique form of honor. After graduation at Hillsdale, in 1884, Mr. Arnold engaged as general agent and expert with the Upton Manufacturing Company, manufacturers of traction engines, at Port Huron, Mich., in which position he traveled throughout the United States, and secured a general business training. In order to enter the broader field of engineering work, he obtained employment as a draftsman with the Edward P. Allis Company of Milwaukee, Wis. (now the Allis-Chalmers Company), in January, 1886, and continued with them until June of the following year, when he became chief designing engineer of the Iowa Iron Works, Dubuque, Ia. Here he remained for more than a year, and during that time designed and built numerous steam engines and other heavy machinery. Subsequently he engaged with the Chicago, St. Paul and Kansas City Railway Company (now the Chicago Great Western Railway) in the civil engineering department; afterward acting as its mechanical engineer, in which capacity he redesigned some of their locomotives, and prepared the drawings for new equipment. During these years immediately after graduation his plan was to secure a broad foundation for the future rather than to anchor at any one place, and at three different times he resigned from good paying positions, which he could have retained, and went to work for less than half his former pay, in order to get experience in different lines of engineering work. After five years of such experience he became convinced that electric railroading, which was then in its extreme infancy, offered him the best future in the engineering field.

He decided, therefore, to adopt electrical engineering as a specialty, and prepared himself for this work by spending the winter of 1888-89 in postgraduate engineering study at Cornell University, this being the first technical instruction he had ever received at an educational institution. Upon leaving Cornell in the spring of 1889 he obtained employment with the Thomson-Houston Electric Company, and was placed in charge of the St. Louis office. In the following year he became consulting engineer of the company, after its consolidation with the Edison General Company into the General Electric Company. In this capacity he designed and built the intramural railroad at the World's Columbian Exposition, Chicago,—the first commercial installation of the third rail on a large scale and the forerunner of the present elevated electric road. In October, 1893, Mr. Arnold resigned from the General Electric Company, to open offices in Chicago as an independent consulting engineer. In this capacity (in 1894) he built the St. Charles Street Railway, New Orleans, and since then has designed and constructed many electric properties throughout the United States and other countries, as well as perfecting many inventions and improvements which have added to his reputation. Mr. Arnold was early impressed with the value of storage batteries for use in connection with electric plants, and set himself to perfecting plans for their use. He conducted experiments in a laboratory which he fitted up in the basement of his home, and finally invested his entire means in their production. This business, after a long and desperate struggle, so common to the storage battery business at that time, survived the panic of 1893. In 1895, through the sale of the company he realized a comfortable fortune, and with the money thus secured he was in position to more effectually advance his own ideas regarding electric traction and other matters. He made valuable contributions to the problem of compact and efficient power plants for large buildings, his plan being to use steam generating units in conjunction with storage batteries, and to operate all machinery, including the elevators, by electric motors. This plan has been widely adopted, and was first used by him when acting as consulting engineer for the Chicago Board of Trade in 1895. One of his earliest successes in the electric railway field was the equipment (1897-98) of the Chicago and Milwaukee Electric Railway, using high tension alternating current for power transmission, in combination with rotary converter storage battery substations, by means of which the first cost and expense of operation of electric railroads has been largely reduced. In connection with this work the opposition to his ideas, owing to the road's having changed ownership during construction, was so great that he was forced to take the contract for the road, thereby assuming the financial risk, under a bonus and forfeiture agreement, for its successful operation, in order to demonstrate the feasibility of the plan which he had laid down as consulting engineer on the work. This plan proved a success, becoming standard despite the opposition encountered upon the start, and has since been universally followed in the construction of interurban roads, the highest type of its development being represented in the magnificent equipment of the New York Terminal of the New York Central Railroad. In 1901 Mr. Arnold was commissioned by the New York Central Railroad Company, to study and report upon the feasibility of electrically operating its trains in and out of New York City, and was a member of the Electric Traction Commission which carried out the work of electrically equipping something over 300 miles of track involving, with the terminal thus created, an expenditure of more than $60,000,000, and by means of which all trains on the road within thirty miles of New York are propelled by electricity. As a further instance of Mr. Arnold's pioneer spirit may be mentioned the fact that from 1900 to 1905 he carried on, at his own expense, exhaustive experiments at Lansing, Mich., in connection with the installation of the Lansing, St. Johns and St. Louis Railway, and demonstrated the practicability of operating electric trains with alternating current motors from a high potential single-phase alternating current conductor. This system, since developed by different manufacturing companies, is best exemplified in the conversion from steam to electrical operation of the St. Clair Tunnel of the Grand Trunk Railway, between Port Huron, Mich., and Sarnia, Ontario, where Mr. Arnold, in 1907, as consulting engineer, devised and installed the first single-phase high-tension system for heavy electric railway work, and in the equipment of the New York, New Haven and Hartford system, now in operation between New York City and Stamford, Conn. He was also a member of the Electric Traction Commission for the Erie Railroad in 1906-07. In 1902 he was engaged by the city of Chicago to make an exhaustive study and report upon the entire traction system within its limits. The result of this study was a report so complete and conclusive that his recommendations were largely adopted in the settlement between the city and the several companies effected by the passage of the 1907 ordinances. In these ordinances, Mr. Arnold was named chief engineer of the work and chairman of the Board of Supervising Engineers, Chicago Traction, appointed to carry out the terms of the ordinances. Under this board there have been expended about $100,000,000 to date. In 1910 he was commissioned by the Committee on Local Transportation, Chicago City Council, to make a study of conditions and prepare plans for a subway system, and January, 1911, he submitted complete plans for a most comprehensive passenger subway system. In 1913 Mr. Arnold was chosen by the Citizens' Terminal Plan Committee of Chicago to review plans submitted by the Pennsylvania Railroad Company, and others, for terminals and to recommend a comprehensive system of railroad terminals for Chicago. His complete and analytical report was produced and delivered in less than ninety days. In order to co-ordinate the work of the Citizens' Terminal Plan Committee of the Chicago Plan Commission, and of the city council in steam railroad matters,

the Chicago Railway Terminal Commission was created by authority of the city council, and Mr. Arnold was appointed a member. This commission spent a part of the summer of 1914 in studying the railway terminals and harbors of Great Britain and Continental Europe. In January, 1916, he was appointed by the Chicago city council as a member of the Chicago Traction and Subway Commission, to value and co-ordinate all of the present surface street and elevated railways of Chicago with a subway system, and to formulate a method of constructing, operating, and financing such a system. The work of this commission has since been completed, and its report rendered. He has also acted as chairman of the various valuation commissions which have valued all of the street railway properties of Chicago, and as consulting engineer for the Wisconsin State Railway Commission (1905-07), in valuing the street railway properties of Milwaukee. In 1908 he was retained as consulting engineer for the Public Service Commission, First District, State of New York, to solve certain problems connected with the operation of the Interborough Rapid Transit Company's subway system, and the new subway systems for the city of New York. In this capacity he issued a series of valuable reports. Many of his ideas were adopted and applied to the Interborough Rapid Transit System, thereby largely increasing its capacity, and also in the new subways now under construction in New York and Brooklyn. He also acted as director of appraisals for that commission in the valuation of all the surface line properties of the city of New York and the Brooklyn Rapid Transit system. Acting as consulting engineer, he made exhaustive studies and reports upon traction matters for the cities of Pittsburgh (1910); Providence, Los Angeles, and San Francisco (1911); Toronto and Cincinnati (1912). In 1911 he was selected by the Public Service Commission, Second District, State of New York, to appraise for the company the properties of the International Traction Company at Buffalo, and afterward prepared data for the commission in connection with the reorganization of the company. He appraised the properties of the Seattle Electric Company, Puget Sound Electric Railway Company, Southern California Edison Company (Los Angeles, 1911); Metropolitan Street Railway System of Kansas City, and of the Toronto Street Railway (1913). He has also been engaged by the municipalities or by civic or commercial bodies to advise regarding steam and electric railway terminals and other matters in the cities of Des Moines, Omaha, Winnipeg, Sacramento, New Orleans, Detroit, Harrisburg, Rochester, Syracuse, and Jersey City. Early in 1916 he was engaged by the Public Service Commission, Commonwealth of Massachusetts, to review certain valuations and operating costs of the electric railways surrounding Boston, and the report made by him to the commission, in which he pointed out how economies aggregating $750,000 per year could be effected, has led to his being retained by the Bay State Railway Company, at the request of the commission, to assist this company in producing the economies suggested. Mr. Arnold, either personally or as head of the Arnold Company (organized in 1895) has made appraisals of the properties of the Chicago Telephone Company (1912); Lincoln (Neb.) Telephone and Telegraph Company (1913), and the Mountain States Telephone and Telegraph Company of Denver (1914). During his professional career he has had charge of the expenditure of something over $100,000,000 of work built under his own designs, and in addition has had charge of the valuation of properties built by others aggregating in value over $900,000,000. Mr. Arnold is the inventor of a magnetic clutch; a power station system, storage battery improvements and new systems and devices for electric railways; is, as before stated, one of the pioneers in the development of the single-phase electric traction system, as well as the present standard alternating-direct current system, and was the first to recognize the advantage of and to put into practice the recently developed automatically controlled substation for electric railroads. He became interested in aeronautics in 1889. He was a member of "Committee on Aeronautics" at the World's Columbian Exposition, Chicago, in 1893, and later, an interested observer and believer in the "gliding experiments" of Octave Chanute on the sand dunes at the head of Lake Michigan, and afterward purchased a farm at St. Joseph, Mich., located on water, in order to carry on experiments of his own. Believing, from information later given him privately by Mr. Chanute, that the Wright brothers had succeeded in accomplishing mechanical flight, he abandoned his project and followed the work of those pioneers with interest; gave the prize for the international balloon race held in Chicago, July 4, 1908; witnessed, as the guest of army officers in charge, the first flight of Orville Wright, at Fort Myer, and was with Wright and Lieutenant Selfridge just prior to the fall in which the latter was killed and Wright badly injured. He is a member of the Aero Club of America; was a director of the Aero Club of Illinois at the time of the Gordon Bennett race, held in Chicago in 1912, and was president of the club in 1912-13. In 1916 he was elected by the American Society of Aeronautical Engineers to represent that body on the Naval Consulting Board of the United States. One of Mr. Arnold's characteristics seems to be to keep in advance of his profession. His solution of engineering problems, therefore, has often been carried out against much opposition. As he demonstrated the success of one after another, adverse criticism turned into well-merited praise, and more than once he has had the pleasure of seeing his work become commonly accepted practice. An idea of the character of the man is furnished in the fact, previously referred to, that on three distinct occasions in his early career as an engineer, he withdrew from profitable, and what were assured to him as permanent, positions at considerable financial loss, in order to take up another line of work which he considered necessary for his ultimate success. As a result he has gained a broad and varied engineering experience of great value in his

professional work. His career as a student, whose hours of relaxation were devoted to the practical application of the knowledge gained to enable him to earn a livelihood, has been followed by gratifying experience as a lecturer in the scenes of his early studies. Viewed in this light, the life of Mr. Arnold presents many strong contrasts, but they are all relieved by the brilliant setting of ultimate success, much of which was achieved at an unusually early period, and the respect and esteem in which he is held by his fellow workers. Mr. Arnold is in demand as a special lecturer on engineering subjects. He has in this capacity addressed the engineering students of the University of Illinois, the University of Michigan, University of Wisconsin, Cornell University, Iowa State College, and Purdue University; and, in 1897, he delivered at the University of Nebraska a course of ten lectures on "The Design and Construction of Electric Power Plants." The faculty of the institution recognized his work by conferring the honorary degree of E.E. upon him in 1897, and in 1911 the honorary degree of Doctor of Engineering. In 1907 Armour Institute of Technology, Chicago, conferred upon him the honorary degree of D.Sc. A gold medal was awarded him by the Trans-Mississippi Exposition at Omaha (1898), for a personal exhibit. He showed some of the crude models and devices, which he had built at Ashland many years before, alongside of the drawings of his later engineering triumphs. Medals and diplomas have also been awarded him by Franklin Institute of Philadelphia, the Pan-American Exposition, Buffalo, and the World's Fair of St. Louis. Besides contributing frequently to the proceedings of the societies to which he belongs, Mr. Arnold's report, entitled "The Chicago Transportation Problem" (1902), has become a text-book upon traction matters, as have many of his other reports. Mr. Arnold has been a careful student and an earnest investigator of electrical phenomena, and has placed the results of his experiments at the command of his fellow workers. Technical electrical literature has been enriched by his contributions in the form of papers and discussions before the principal societies of which he is a member. He was a representative of the American Institute of Electrical Engineers, the foremost body of his country in this profession, at the International Electrical Congress at the Paris Exposition of 1900, and took advantage of the opportunity afforded by this trip to make a careful study of European practice. In 1903-04 he was elected president of the American Institute of Engineers—the first western man to receive this honor—and represented this organization (1903-07) as a member of the building committee and a trustee of the United Engineering Society, the joint engineering society organized for the purpose of acting as trustee for the expenditure of the $1,500,000 given by Andrew Carnegie for the erection of the Engineering Societies Building and the Engineers' Club, in New York City. In 1904 he was chairman of the executive committee and vice-president of the International Electrical Congress, St. Louis; in 1906-07 president of the Western Society of Engineers, for which he acted as a trustee in 1900-02. Since 1905 he has been a trustee of Hillsdale College, his alma mater, has served as president of the Chicago Alumni Associations of Hillsdale College, Cornell University, and the University of Nebraska, and is a member of the board of managers of the Lewis Institute, Chicago. In addition to these offices Mr. Arnold is a member of the Inventors' Guild; American Institute of Consulting Engineers; American Institute of Aeronautical Engineers; American Society of Automobile Engineers; American Society for Promotion of Engineering Education; a vice-president of the American Association for the Advancement of Science; a member of the New York Electrical Society; the American Defense Society; National Highways Association; Chicago Historical Society; chairman of the American Committee on Electrolysis; chairman of the Committee representing the American Institute of Electrical Engineers on organization of a National Reserve Corps of Civilian Engineers; major in the Engineer Officers' Reserve Corps, U. S. Army; chairman of the Transportation Committee of the U. S. Naval Consulting Board; chairman of the Committee on Award of the Anthony N. Brady Memorial Medals (1915-17), appointed by the New York Museum of Safety; a member of the Engineers' Club of New York and of the Engineers', Electric, Mid-day, South Shore Country, Kenwood, and Union League Clubs, and of the Art Institute, all of Chicago. On 14 Jan., 1886, Mr. Arnold married Stella, daughter of Henry and Rachel (De Voe) Berry, who, when in college with him at Hillsdale, received the literary prize of her class. Mrs. Arnold died in Colorado Springs, 1 Feb., 1907, leaving two sons, Stanley Berry and Robert Melville Arnold, and one daughter, Maude Lucille, wife of Le Roy Hartley Moss. He married again in New York City, 22 Dec., 1909, Mrs. Margaret Latimer Fonda, daughter of George L. Latimer.

ALDRICH, Nelson Wilmarth, Senator, b. in Foster, R. I., 6 Nov., 1841; d. in New York City, 16 April, 1915, son of Anan and Abby Ann (Burgess) Aldrich. He first attended the local public schools of his native town, in 1857 became a student of the Academy at East Greenwich, R. I., and after graduation entered the employ of Waldron and Wightman, wholesale grocers, at Providence, R. I., beginning as bookkeeper and later becoming a member of the firm. In 1862 he enlisted as a private in Company G, Tenth Regiment of the Rhode Island Infantry, and served with his regiment for ten months but saw no fighting as he was engaged in guarding the national capital, being a member of the garrison at Fort Pennsylvania, on the Virginia bank of the Potomac. Mr. Aldrich was elected to the common council of Providence in 1869, where he served until 1875, being president of the body in 1872-73. His preparedness and readiness in debate were at once recognized and especially effective against his political opponents. In 1875 he was elected to the State legislature, where he served one term. His experience in national politics began in 1879 when he was elected to Congress from the First District of



Nelson W. Aldrich

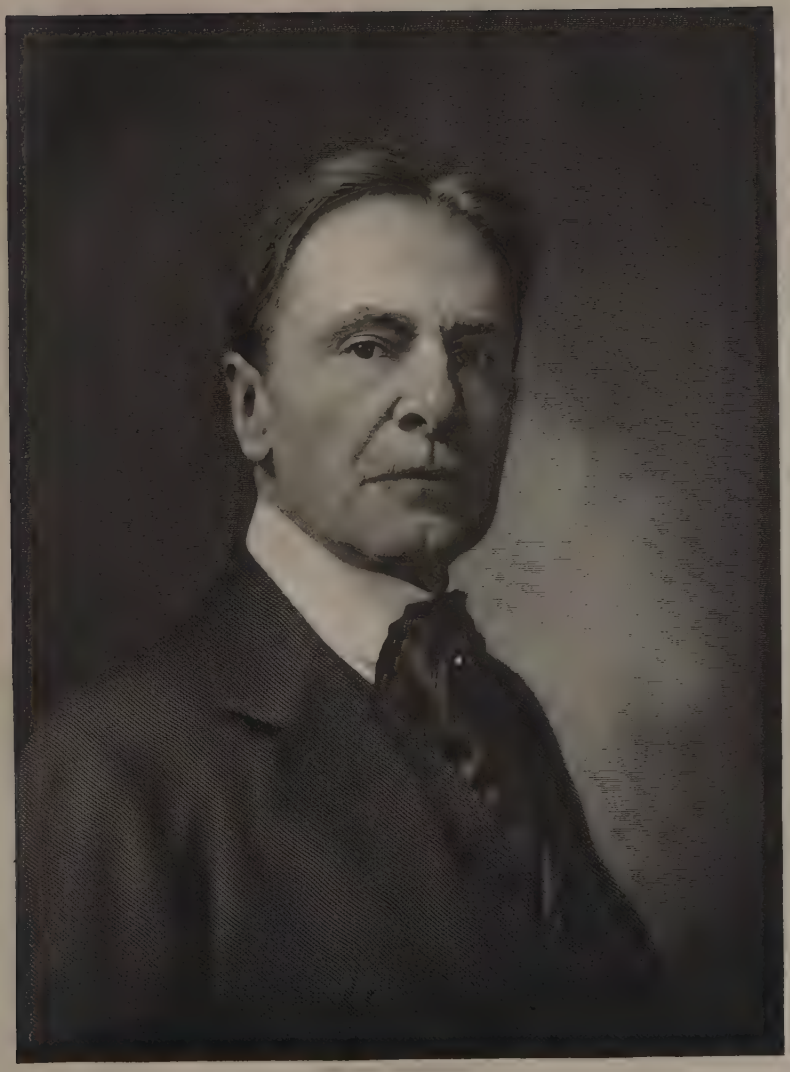
Rhode Island. He was re-elected in 1880, but resigned the following year, in the Fortieth Congress, to take the seat in the Senate left vacant by the death of Gen. A. E. Burnside, having been the unanimous choice of the Republicans of the General Assembly. He was successfully re-elected to the Senate, 1887, 1893, 1899, and 1905. Mr. Aldrich's part in the framing of tariff and financial laws began soon after he took his seat in the Senate and continued until he retired, in 1911, having declined to be a candidate for re-election. He was a consistent protectionist and gold standard advocate and had made a profound lifelong study of tariff and financial subjects, coming to be generally regarded as an authority in both. Possessed of great natural ability, Mr. Aldrich was a close student of every question he discussed and a hard worker when there was work to be done. His power of concentration was strong and he dealt only with essentials. In his preparation of tariff bills and in organizing the Monetary Commission, out of which grew the present currency law and the Federal Reserve Board, Mr. Aldrich collected a valuable public and private library on economic subjects. He personally visited the great bankers of the world and read in the original the text-books and standard authors of other countries. In 1903 he introduced a bill for increasing the elasticity of the currency. It provided that the Secretary of the Treasury be authorized to deposit in the national banks "public money received from all sources," thus permitting the deposit of customs receipts in banks instead of in subtreasuries. As security for government funds, the Secretary of the Treasury was to be authorized to "accept bonds, or interest-bearing obligations, of any state," or any legally authorized bond issued for municipal purposes by any city in the United States which complied with certain prescribed conditions. The rate of interest to be paid by the banks for the use of such moneys was to be fixed by the Secretary of the Treasury but was not to be less than 1½ per cent. This bill was defeated at the time by the Democrats, in retaliation for the defeat of the Statehood bill. Then came the panic of 1907 and Senator Aldrich found his opportunity to express his ideas again. Some of them were soon embodied in certain amendments in the law governing deposits of government funds. On 30 May, 1908, the Aldrich-Vreeland Emergency Currency Bill was passed, in which was incorporated some of the provisions of the old bill of 1903. This measure provided also for the appointment of a National Monetary Commission to reform the currency system. Of this body Mr. Aldrich was not only a member, but chairman, and it is the universal opinion of public men that the Aldrich-Vreeland law saved the financial situation and the country from a financial panic in the interval between its enactment and the operation of the Federal Reserve Board. A tariff bill when introduced in the House of Representatives, or when reported from the Ways and Means Committee, has generally been prepared in advance with the aid of statistical experts from the Treasury Department and political experts from the outside. The bill that has eventually become a law or that has been made the party measure has always been almost wholly the work of a subcommittee of the Committee on Finance, and of this subcommittee Senator Aldrich was from the time he became a member of the Senate, in 1881 until his death, either the chairman or the dominating member. Mr. Aldrich's rise to commercial and political power was due largely to his life-long habit of mastering details, which gave him a knowledge of the subject not always possessed by his opponents, his fixity of purpose and his engaging manner. He was always patient, especially with those whose ability and knowledge were less than his own, rarely lost his temper and was not bothered by "little things." After his retirement from the Senate he continued to give his attention to important commercial enterprises to which he had expended time and thought while in public life. Mr. Aldrich married 9 Oct., 1866, Miss Abby T. Chapman, who survives. Eleven children were born, seven of whom are living, Edward B.; Stuart M.; William T.; Richard S.; Winthrop W.; Lucy T.; Abby Green (Mrs. John D. Rockefeller, Jr.), and Elsie (Mrs. S. M. Edgell).

BALDWIN, William Henry, Jr., railroad president, b. in Boston, Mass., 5 Feb., 1863; d. in New York, 3 Jan., 1905. His father was for many years the leading spirit in the Young Men's Christian Union, and his place and influence in Boston, his philanthropic work, and his extended and unselfish service to young men were a living force in the son's life. The lad's boyhood was a wholesome and happy one. He attended the Roxbury Latin School, and later matriculated at Harvard College, where he came under the influence of Prof. N. S. Shaler, of whom he said, "Shaler has done more to broaden my intellect than any other." Mr. Baldwin was treasurer of the Harvard Co-operative Society, chairman of his Class Committee, and a member of the "Hasty Pudding," "Dickey," "Alpha Delta Phi," "O. K.," and "Shakespeare Clubs." He was also freshman editor of the "Harvard Echo," the first daily paper at college. After leaving Harvard he entered the auditor's office of the Union Pacific Railroad, at Omaha. Thereafter he served in the general traffic department, and later as division freight agent in Butte, Mont., and as assistant freight agent in Omaha. He then became manager of the Leavenworth division of the same road. In 1889 he was general manager of the Montana Union Railroad, and in 1890 assistant vice-president, with headquarters at Omaha. In June, 1891, he was at Saginaw, Mich., as manager of the Flint and Pere Marquette Railroad. In July, three years later, he became general manager of the Southern Railroad, with headquarters at Washington, D. C. From October, 1896, until his death in 1905, he was in New York City as president of the Long Island Railroad. In every responsible position which he occupied, the enlargement and growth of the enterprise in hand engaged his unremitting attention. Regarding his policy in railroad management he said, "I want freight and I want passengers. I want business that shall benefit consumers, shippers, and road together." When he took in hand the Long Island system, he was greatly interested in the problem of the dis-

tribution of the congested population of New York, and gave much anxious thought to the service that his road might render in lessening the awful pressure. He declared that the public good was the first imperious fact with which railroad men had to reckon. He believed that the function of the railroad should not be first and solely to make money for managers and stockholders; but that the first vigorous obligation should be public utility and service of every citizen." Mr. Baldwin was frequently called upon to deliver lectures and addresses at various institutions, educational and religious, and also to speak before industrial and other organizations. He was always heard with profound respect, and often with intense enthusiasm. His honesty and integrity of purpose were seldom or never questioned. He was once told by a man great in the business and political world that it was "pretty rotten all round, but you really had to do these things, or your competitors will walk over you." When Mr. Baldwin challenged this statement, he was warned, "Very well, then, you simply pass the business over to your less scrupulous rival." Mr. Baldwin replied, "I'll take that risk. What I can't do straight, he shall have." By one who knew him it was said, "Mr. Baldwin 'made good' as business manager in a most difficult field and at points in the railroad area where competition was at white heat. He was the hardest kind of a worker, and I never saw him discouraged. . . . His advice was sought by some of our ablest men, and yet I often wondered if Baldwin was ever primarily a 'business man' as we commonly use the term. . . . No one could really know him without feeling that the master influence of his life was above and beyond the thing called business." No recent career of a business man illustrates better than Mr. Baldwin's what young men with high ideals should seek, and what they should wisely avoid. His way was often beset with heavy shadows, but he always saw the light shining beyond. After his death Dr. Felix Adler spoke of him as "the Galahad of the Market-Place," and Dr. Thomas R. Slicer named him "the uncorrupted knight." A memorial fund for the Department of Economics was raised by the Harvard class of 1885, and a memorial window was placed in the chapel of the George Junior Republic. The National Municipal League secured a fund to insure an annual prize of $100, known as the William H. Baldwin prize, for essays on Municipal Government; and a greater fund of $150,000 was raised by business men and social friends in New York City, and bestowed upon Tuskegee Institute in Mr. Baldwin's memory. Mr. Baldwin married Ruth Standish Bowles, of Springfield, Mass., 30 Oct., 1889.

BELMONT, Perry, lawyer, b. in New York City, 28 Dec., 1851, son of August and Caroline Slidell (Perry) Belmont. His father (1816-90), a native of Alzey, Alsace, was a son of Simon Belmont, who long held the office of commissioner by appointment of Napoleon I. He came to New York in 1837, founded the firm of August Belmont and Company, and was thereafter prominently identified with the life and affairs of the metropolis. For six years (1844-50) he was Austrian consul-general at New York, and then entering the diplomatic service of the United States, was appointed, in 1853, chargé d'affaires at The Hague, and in 1854 became minister resident. After four years of distinguished service, for which he received the thanks of his government, he returned to New York. During his business career Mr. Belmont was identified with some of the most important events in the history of finance, and was long the accredited representative of powerful interests at home and abroad. In politics he was equally prominent, having been chairman of the National Democratic Committee from 1860 to 1872, and, after his resignation from the office, continuing a potent factor in national affairs. His wife was a daughter of Commodore Matthew Galbraith Perry, who in 1854 negotiated the memorable treaty with Japan which opened the ports of the Island Empire to the commerce of the world. Perry Belmont was educated in the schools of his native city, and at a military academy at Hamden, Conn., was graduated A.B. from Harvard University in 1872, and completed the course in the Columbia Law School in 1876. On his admission to the bar he became a member of the firm of Vinton, Belmont and Frelinghuysen, with which he was associated until 1886. He was elected representative in Congress from the First Congressional District, composed of Suffolk, Queens, and Richmond Counties, in 1880, and served during four consecutive terms, until 1888, when he resigned to become minister to Spain. During his first term he was a member of the Committee on Foreign Affairs of the House of Representatives, and came into national prominence through his able cross-examination of the Hon. James G. Blaine, former Secretary of State, who had testified on charges of complicity with a syndicate of American capitalists, supposed to have been interested in the government's efforts to mediate in the clash between Chili and Peru. The exposure of the effects of Mr. Blaine's policy of interference in the internal affairs of South American states resulted in its reversal by the Arthur administration. The various propositions for interoceanic transit across the Isthmus were advocated, exclusively, during the eight years of Mr. Belmont's service, before the Committee on Foreign Affairs of the House. Ferdinand de Lesseps, himself, presented his plan to the Committee for the Panama Canal, the Nicaragua project by its promoters, the Eads Ship Railway scheme by Mr. Eads himself, the Tehuantepec Canal by its advocates. Mr. Belmont, chiefly on the ground that the political responsibilities of the proposed exclusive guarantee on the part of the United States of the neutrality and free use by all maritime powers of an interoceanic highway across the Isthmus, were not sufficiently taken into consideration, strenuously opposed all these projects in the committee and on the floor of the House. He maintained that under such conditions to open a new arm of the sea to the free use of the maritime nations of the world would impose upon us the obligations of a military power of the first rank. And he, also, pointed out that at that time the sovereignty of the United States did not extend its jurisdiction over any part of the Isthmus. Since the Panama Canal became an actuality, Mr. Belmont, in accordance with the views expressed by him in Con-

August Belmont



Percy J. Belmont

gress, is now one of the chief advocates of a powerful navy of the first rank, and of equal and universal military service on the part of every American citizen. "The size of our Navy," he says in the "Navy League Magazine," "is not a naval but is a diplomatic question and should be determined in accordance with our policy in regard to the Isthmus and other features of our foreign policy." In defining the obligations of an exclusive guarantee of neutrality, 11 Dec., 1882, he said, in a report to the House: "The responsibility of guaranteeing the neutrality of a canal, either at Panama or at Nicaragua, is certainly American. It may be that such responsibility is not exclusively 'American' in the sense of repelling all other States on this Continent other than the United States of America, but it manifestly is 'American' in that it includes the United States of America, Mexico, the States of Central America, the United States of Colombia, and the States of South America. If in the growth of the United States of America the dominion of the Union were to extend southward from California, New Mexico, and Texas to the Isthmus of Darien, there would not be any serious question as to whose would be the right, duty, and obligation to police a canal at Panama or Nicaragua, and to guarantee the neutrality thereof whenever the United States saw fit to be neutral between other belligerent powers engaged in war." Under Mr. Belmont's leadership, 28 Feb., 1885, the Committee on Foreign Affairs of which he was chairman recommended to the House the adoption of a resolution expressing its emphatic dissent from the policy of the Arthur administration in providing for the participation in the so-called Congo Conference. The resolution offered by Mr. Belmont was "That the House of Representatives, heedful of the admonitions of Washington, and faithful to the neutral policy of separation and peace which our situation and the wisdom of a free people have hitherto enabled us to maintain, hereby explicitly declares its dissent from the act of the President of the United States in accepting the invitation of Germany and France to participate in the International Conference at Berlin." In submitting to Congress his reasons controlling his action upon that important question, Mr. Belmont said, on 28 Feb., 1885: "What was desired, as we now clearly see, by assembling the Conference at Berlin, was to define the jurisdiction in Africa of the International African Association, or of France, or of Portugal, or of some other power, or to reconcile the rivalries and conflicting claims of each and all, in order that the rights of the aboriginal and uncivilized tribes may be respected; slavery and slave labor be prevented; facilities afforded in Africa for Christian missionaries of all nations; fair and equal access to the Congo region; a limit to all charges and taxes on foreign trade, and all offensive monopolies excluded. Certainly all those are desirable objects. But at least for us in the United States they are, when worked out in Berlin for Africa, European objects. The promotion of our export trade has come to be a subject of national importance to which the attention of our government is beginning to be directed. But can the promotion of that trade be better accomplished by an international European conference, or by commercial treaties, or by our own domestic legislation, aided when necessary by navigation conventions?" President Cleveland's Inaugural Address contained a declaration similar to Mr. Belmont's resolution, and one of the first acts of Secretary Bayard was the withdrawal from the Senate of the protocols resulting from the Berlin Conference. On 26 April, 1886, Mr. Belmont as chairman of the Committee on Foreign Affairs presented a unanimous report in favor of a bill, H.R. 6520, Forty-ninth Congress, previously introduced by him, a most complete measure drafted in cooperation with the State Department, for the reorganization and reform of the consular service. The purpose of the bill was to put that service on a salaried basis, establishing the principle of the merit system. This bill formed the basis of a similar bill introduced in 1895 by Senator Morgan, chairman of the Committee on Foreign Relations of the Senate. Though Congress failed to enact either of these bills, President Cleveland, in an executive order, 20 Sept., 1895, carried out some of their purposes, and in a message to Congress said: "It is not assumed that this system will prove a full measure of consular reform. It is quite probable that actual experience will show particulars in which the order already issued may be amended and demonstrate that for the best results appropriate legislation by Congress is imperatively required." Troublesome questions had long been pending in regard to Canadian fisheries, when on 23 Feb., 1887, Mr. Belmont, as chairman of the Foreign Affairs Committee, presented to the House what became known as the Canadian Non-intercourse Bill which had the support of the Administration, and, on its enactment, conferred on the President discretionary power to "prohibit vessels bearing the British flag and coming from such Canadian ports from entering the ports of the United States," and by proclamation "forbid the entrance to the United States of all merchandise coming by land from the Provinces of British North America"—referring to the transit of merchandise in bond. Until Congress had taken the action referred to the British government seemed to have regarded the fisheries question as rather of minor importance and of local interest chiefly in Massachusetts, but its national aspects being thus made evident the way was paved for the advent of Joseph Chamberlain in Washington when a *modus vivendi* satisfactory to both governments was finally established. On 18 Jan., 1887, Mr. Belmont introduced a joint resolution securing its adoption and cordially accepting the invitation of the French Republic to officially take part in an exhibition to commemorate in 1889 the events of the French Revolution of 1789, the fall of the Bastile and of the monarchy. The governments of the great powers of Europe did not and could not well accept such an invitation, and they limited their participation to commercial and trade relations in the exhibition. Its success was of great political importance to the government of the French Republic, at that time menaced by the conspiracies of General Boulanger and the royalists. Mr. Belmont's speech in Congress was emphatic in affirming the confidence of our government

in the permanence of republic government in France. In recognition of his services to the Republic, the president of the French Republic conferred upon Mr. Belmont the decoration of Commander of the Legion of Honor, which he was unable to accept until after his service in Congress and as minister to Spain had ended. The French government again tendered it to him, at that time, and he then accepted it. In 1885 he was appointed chairman of the committee, serving in this capacity until his resignation three years later to accept appointment as minister to Spain. He was delegate to the Democratic National Conventions of 1892, to the Chicago and Indianapolis Democratic Conventions of 1896, 1900, 1904, and in 1912 as a delegate from New York secured the platform declaration in favor of a strong navy and the establishment of a Council of National Defense. In his professional practice Mr. Belmont was retained in several prominent cases, notably in the suit of the Pensacola Company vs. the Western Union Telegraph Company, before the U. S. Supreme Court. In this connection he won the memorable decision that since telegraphy is an instrumentality of commerce, it falls under the commerce clause of the Constitution defining the powers of Congress to regulate commerce with foreign nations and between the States of the Union (96 Otto). This decision forms a precedent of immense importance in subsequent legislation and the numerous cases arising under the administration of federal laws for the regulation of business. Mr. Belmont's name will be long remembered as that of the originator of the movement for the abolition of the secrecy of party funds by securing publication of all contributions to and expenditures of national, congressional, State, and local party committees, and of all political committees. Such publication is now required by legal enactments, both by federal and State legislation, and has contributed very greatly to the purification of politics and has been instrumental in preventing the purchase and sale of public offices. In February, 1905, his forcible paper on the subject appeared in "The North American Review," forming the initial impetus to the movement which has since become nationwide. Upon its publication the National Campaign Publicity Association was formed, of which he was chosen president. The New York State Campaign Publicity Association was also then organized, Mr. Belmont becoming its president. As a direct result the legislature of New York passed a stringent and effective law in the following year. Mr. Belmont also headed the committee which framed the Congressional Bill of 1906 requiring publication of all contributions, national and congressional. At the meeting of the Democratic National Committee, 12 Dec., 1907, called to select the place for holding the nominating convention in the approaching presidential election, an unusual departure from the ordinary procedure occurred in the adoption of a resolution commending the work of National Publicity Law Associations, and declaring "that the thanks of the committee and of the Democratic party, so far as the committee can tender them, be extended to the Hon. Perry Belmont, of New York, for his earnest and faithful advocacy of the principles involved in the resolution just adopted by the committee." At the following National Convention, the Democratic party adopted in its platform a comprehensive resolution declaring in detail its approval of the movement to secure campaign fund publicity by federal and State legislation. Owing almost entirely to his able and vigorous advocacy of the movement fifteen States adopted laws requiring publicity for campaign contributions and expenditures by political committees, and of expenditures incurred in presidential and congressional elections, and others have since followed, making the reform of national significance. Mr. Belmont's activities in the cause had its origin during the presidential campaign of 1904 when he was serving as a member of the New York Democratic State Committee. Reference was made by him to the practice of presidents and directors of great insurance and other corporations of contributing secretly to party funds which were, in fact, the property of the policy-holders and stockholders of these institutions. The amounts required having outgrown all reasonable proportions members of political organizations as well as managers of corporations having knowledge and experience of conditions that have become intolerable and were threatening widespread corruption were the first to welcome a remedy. A measure to supplement the New York Statute of 1890 limiting its requirements to the publication of expenditures of candidates only was accordingly prepared by a legislative committee composed of lawyers and representative men of both the great political parties. As originally framed, it provided that political campaign committees should not only account for their expenditures and for money received, but should also specify the sources of such contributions and the involved liabilities and expectations; that written and detailed vouchers for all expenditures should be obtained and preserved; that the contributions should be made and recorded in the true name of the contributor, and that every person, directly or indirectly, paying or contributing money or valuable aid to election, except to a candidate, or a political committee or member thereof, or to an authorized agent, should file a statement setting forth all such receipts and expenditures with the Secretary of State. Although the measure failed of passage in the New York legislature of 1905, the work of the committee had served to arouse public sentiment, and the success of the movement was assured. Even at the time of apparent failure, Mr. Belmont received encouraging letters published at the time from Judge Gray, of Delaware, Carl Schurz, Edward M. Shepard, Samuel Gompers, Francis Lynde Stetson, John E. Parsons, and other influential citizens. At a public meeting of the New York Campaign Publicity Association on 20 Nov., 1905, the membership was augmented by such leaders in public affairs as Oscar S. Straus, Col. George Harvey, Charles A. Towne, and G. W. Wickersham. On this occasion a committee was appointed, including Charles A. Gardiner, chairman, John F. Dillon, ex-Governor Frank E. Black, Francis Lynde Stetson, John S. Crosby, John Ford, Edward Mitchell, John G. Milburn, DeLancey Nicoll, and Martin V. Littleton, which redrafted the bill. It was accorded a hearing by the judiciary committees of the State senate and assembly in January, 1906,

and was soon after passed and promptly signed by the governor. It was pointed out at a meeting of the national organization at Washington, when the committees on campaign publicity measures of fifteen or twenty States were present, that the bill presented to the New York legislature by the publicity organization embodied the most practical and effective features of that form of legislation then under consideration by the several States. In 1905 the National Campaign Publicity Bill Organization, with Mr. Belmont as permanent president, was formed at Washington, which was the immediate outgrowth of the New York State Publicity Law Organization. Its membership included ex-President Cleveland, former Judge of the Court of Appeals Alton B. Parker, the presidents of almost every university in the country, the governors of most of the States, and many other distinguished men who now continue to be members of the association. The bill which was introduced into the House of Representatives on 12 Jan., 1906, by Hon. Samuel W. McCall, and known as the McCall Bill, became a law 25 June, 1910, and a second McCall bill more in accord with the far-reaching purposes of Mr. Belmont and his associates was enacted 14 Aug., 1911. The abolition of the secrecy of party funds before and after elections through publicity laws is an idea originating and developed in our own country; it is not embodied in the legislation of any others. Mr. Belmont repeatedly pointed out that it is not penal legislation as are corrupt practices acts. A higher standard has been established, by the enactment of federal and State publicity laws, than prevails elsewhere. Secrecy of party funds still exists as a serious menace to the English party system, under which many instances of the purchase and sale of titles and peerages, carrying with them legislative power, are tolerated. With us a complete revolution or change in the point of view was brought about. Formerly, public sentiment in the United States had been satisfied by corrupt practice acts, designed to affect candidates and operating only at the close of their election campaigns. In 1882 Mr. Belmont secured the appointment of a select committee to inquire into the decline of the American foreign carrying trade. Out of investigation and report of that committee grew the establishment of the standing committee of the House on Merchant Marine. For this service he received the thanks of the Maritime Association of the Port of New York. In recognition of his services for the relief of shipping from some of its burdens, including a repeal of tonnage dues, Mr. Belmont received the thanks of the ocean steamship companies. He also secured passage of the resolution authorizing the President to call an International Conference to establish a common Prime Meridian, so important to navigation. Another important service of Mr. Belmont was securing, in 1888, the passage of the bill to provide for an International Marine conference which was held in Washington, October, 1889, for the protection of commerce and the safety of human life. It was at this conference that a more effective system of signaling was adopted, the International Code of Flag Signals revised, the employment of national vessels for the removal of dangerous wrecks from the pathway of shipping agreed upon, and the steamship lanes were established. Mr. Belmont has for a number of years taken an active part in the movement to give members of the Presidential Cabinet seats on the floor of both branches of Congress, with the privilege to take part in the discussion of matters which might arise affecting the business of their department and duty to be imposed by Congress to give verbal information in regard to such department affairs. Mr. Belmont is convinced that the welfare of the country would be served by such a change. That his conviction is shared by many other public men who have given the subject earnest study is shown by the records in Washington. As early as 1865 Congressman Pendleton, of Ohio, presented it in the House of Representatives. Mr. Pendleton afterward became U. S. Senator and in 1883 a resolution favoring granting of the privilege of the floor to Cabinet members was presented in the Senate by him. A favorable report was signed by Allison, of Iowa; Blaine, of Maine; Ingalls, of Kansas; O. H. Platt, of Connecticut; Voorhees, of Indiana, and M. C. Butler, of South Carolina. In his message in 1912 President Taft advocated an amendment to the rules that would admit his Cabinet to the debates in Congress and gave cogent reasons for his indorsement of the project. In a striking address before the American Club of Paris, 2 July, 1914, Mr. Belmont opened by saying that "the presence of members of the Cabinet in Congress is not suggested by the parliamentary systems of other governments. Those systems, in their fundamental principles, are so different from ours as to be hardly a safe guide for us. The suggestion belongs to the development of our own laws and must be discussed within its capacity of adjustment to our American system. We Americans have reached the point when we are asking ourselves do we or do we not want executive supremacy to assert itself with increasing emphasis, and has it gradu lly developed to such a degree as to require an effort, in order to restore the equilibrium between the executive and legislative departments of the governments." He declared that the inquiry was non-partisan and impersonal, and that "equal non-partisan and impersonal is the proposed plan to enlarge the intercourse between these two great departments, providing, through a mere change in the rules of procedure, for the presence in Congress of members of the Cabinet—the heads of executive departments created by Congress to whom new duties can be assigned. No encroachment by the legislative branch upon the constitutional privileges of the President or of his Cabinet is suggested, and no invasion by the Executive of the jurisdiction of the legislative branch; nor does it involve any modification of the constitutional distribution and separation of the functions of the three departments of our government, its distinctive and characteristic feature. Nor would such a change in the rules of procedure interfere with the existing methods of communication, by written reports or by the personal presence before congressional committees of members of the Cabinet and subordinate chiefs of bureaus of the executive departments. The subjects rise immeasurably above party interests. Democrats and Repub-

licans can unite in promoting this movement for better administrative and legislative methods." Referring to the increasing personal influence of the President in controlling the law-making branch of the government, Mr. Belmont said in a letter to the National Security League's Congress in Washington, January, 1917: "Much has happened recently in confirmation of the great advantages of the proposed effort to minimize, without the slightest change of our Constitution, the dangers of personal government; that the President be not enabled to initiate personal policies, of which the consequence even so great and powerful a nation as ours might have cause to regret. The Executive may advocate a policy which Congress opposes and the absence of authorized means of oral communication may prevent the establishment of the harmony of action necessary for the public welfare. When, on the contrary, there exists an agreement between the Legislature and Executive branches, an intercourse resulting from a common purpose would be promoted by free oral communication." It was on 4 March, 1916, that Mr. Belmont addressed a communication to the Vice-President, Marshall, which the latter laid before the Senate and was printed in the "Congressional Record" on 25 March, 1916, of which the salient paragraphs were as follows: "That the Secretary of State, the Secretary of the Treasury, the Secretary of War, the Secretary of the Navy, the Attorney-General, the Postmaster-General, the Secretary of Agriculture, the Secretary of Commerce, the Secretary of Labor shall be entitled to occupy seats on the floor of the Senate and House of Representatives, with the right to participate in debate on matters relating to the business of their respective departments, under such rules as may be prescribed by the Senate and House respectively. That the said Secretaries, the Attorney-General, and the Postmaster-General shall attend the sessions of the Senate on the opening of the sittings on Tuesday and Friday of each week, and the sessions of the House of Representatives on the opening of the sittings on Monday and Thursday of each week, to give information asked by resolution or in reply to questions which may be propounded to them under the rules of the Senate and the House; and the Senate and the House may, by standing orders, dispense with the attendance of one or more of said officers on either of said days. The proposed legislation would confer a privilege at the same time imposing a duty on the heads of the departments, who, it must be remembered, are the creations of Congress and therefore not mere adjuncts of the President. The privilege is a voluntary attendance to take part in debate under established rules. The duty is to give direct oral information under compulsory attendance. The law organizing the Treasury may be accepted as a solution of this question. Congress, in creating the office of Secretary of the Treasury, declared that the Secretary shall make report and give information to either branch of the Legislature, either in person or in writing, respecting all matters which shall appertain to his office, as either House may require. The relation of the Executive Department and Congress engaged the attention of the men who formed the Confederate government, and they modeled its constitution and laws upon those of the Federal government. Long experience of the Federal system suggested to them in framing their provisional and permanent constitution as well that to allow the members of the Cabinet seats on the floor of their congress would be an improvement. They, therefore, preserved the existing provision of our Constitution distributing the functions of government, and after the words 'and no person holding any office under the Confederate States shall be a member of either house during his continuance in office,' they introduced the following clause: 'But Congress may by law grant to the principal officers in each of the Executive departments a seat upon the floor of either house, with the privilege of discussing any measures appertaining to his department.'" Mr. Belmont is forceful and aggressive, stubborn in the advocacy of any movement which he is convinced is for the public good, and uncompromising in his advocacy. He is possessed of character, energy, and the ability to convince others. His public record has been effective in a marked degree. During the Spanish War of 1898 he served as inspector general of the First Division of the Second Army Corps, on the staff of Maj.-Gen. M. C. Butler. In 1917 he again offered his services, and was commissioned an officer in the reserve corps, detailed to the remount service. He is vice-president of the Army League, a director of the Navy League, an active member of both organizations. He holds membership in the Knickerbocker, Union, Metropolitan, Manhattan, New York Yacht, and Jockey Clubs; is president of the United Hunts Racing Association, and member of the Metropolitan, University, Army and Navy Clubs, Washington; and the Marlborough Club of London. Mr. Belmont married, in New York in 1899, Jessie Robbins, daughter of Daniel C. Robbins, of Brooklyn, N. Y.

GARDINER, David Lion, lawyer, soldier, b. in New York City, 23 May, 1816; d. there 3 May, 1892, son of Hon. David and Juliana (MacLachlan) Gardiner. Lion Gardiner, the first of this illustrious family in America, and from whom David Lion Gardiner is a lineal descendant, was born in England in 1599 and died in East Hampton, N. Y., in 1663. He was a military engineer, an officer in the British army, and served in the Netherlands under Lord Fairfax. While thus engaged he was persuaded by Hugh Peters, and other Englishmen then residing in that country, to enter the service of a company of lords and gentlemen, the proprietors of a tract of land lying at the mouth of the Connecticut River. He was to serve for four years, and to be employed in drawing plans for a city, towns, and forts in that locality, and to have three hundred able-bodied men under his control. On his arrival in Boston on 28 Nov., 1635, the authorities requested him to draft designs for a fort. This he did, and a committee was appointed to supervise the erection of the work, each citizen being compelled to contribute two days' labor. Gardiner then sailed for his destination and proceeded to build a fort, which he named Saybrook, after Lord Say and Seal and Lord Brook. Here he remained for four years during the exciting period of the Pequot War. In 1639 he purchased from its Indian owners an island

David L. Gardiner

called by them Monchonock, which he renamed the Isle of Wight, but which has since been known as Gardiner's Island. This was the first English settlement within the present boundaries of New York State. While at Saybrook a son was born to him, 29 April, 1636, which was the first white child born in Connecticut. His daughter, Elizabeth, b. in the "Isle of Wight," was said to be the first white child born in New York. The original grant by which Gardiner acquired proprietary rights in the island made it a separate and independent "plantation," in no way connected either with New England or New York. He was empowered to draft laws for church and state, observing the forms, so ran the instrument, "agreeable to God, to the king, and to the practices of the country." Several other patents were subsequently issued, the last by Governor Dongan, erecting the island into a lordship and manor to be called "Gardiner's Island," giving Gardiner full powers to hold "court leet and court baron, distrain for rents, exercise the rights of advowson," etc. The island is now a part of the township of East Hampton, Suffolk County, New York, and is nine miles long and a mile and a half wide, containing about 3,500 acres. It was kept in the family by entail up to 1829, and is the only instance of the law of primogeniture in this country covering so long a period. By purchase and unentailed inheritance, however, the island has been retained in the Gardiner family since then. The manor house on the island was built in 1774. During the life of John, the third owner, the island was visited by Captain Kidd, who deposited goods and treasure there, which were secured by Governor Bellomont after Kidd's death. During the early part of the eighteenth century the island was frequently visited and pillaged by privateersmen, smugglers, and freebooters, and suffered greatly by their depredations. The British fleet made Gardiner's bay a rendezvous during the Revolution, and took supplies from the island. The same thing occurred during the War of 1812-15 between the United States and England, and in 1869 it was selected as the rallying-point of an expedition intended to liberate Cuba from the Spanish yoke. David, the father of our subject (b. 1784, d. 1844), was the son of Abraham and Phoebe (Dayton) Gardiner. He was graduated at Yale University in 1804; was a lawyer by profession, and elected State senator from the first district of New York, serving from 1824 to 1828. David Gardiner was a man of magnificent physique, and of fine intellectual attainments; and author of "The Chronicles of East Hampton." Personally, he was esteemed by all who knew him. He married Juliana, daughter of Michael MacLachlan, a native of Scotland, though for many years a resident of New York, and whose father, Colonel MacLachlan, fell in the battle of Culloden, 8 April, 1746, while gallantly leading the united clans of MacLachlan and MacLean in the cause of Prince Charles Edward Stuart. Issue: David Lion, Alexander, Julia, and Margaret. His son, David Lion, the subject of this review, passed his early years in East Hampton, L. I., at that time the seat of Clinton Academy, a school of note throughout the country, where he received his early education. At the age of seventeen he entered the sophomore class of Princeton College, and was graduated in 1836. He studied law with the firm of Emerson and Pritchard, New York, and in 1842 was admitted to the bar. He practiced several years, and was one of the U. S. Commissioners for the District of New York. In 1844 he was appointed aide-de-camp, with the rank of Colonel, to John Tyler, President of the United States. It was in this year that his sister, Julia, married President John Tyler. She was with her father a guest of President Tyler on board the "Princeton" when the explosion of the gun fired in salute when off Mount Vernon caused the death of her father and several other guests of the President. Mr. Gardiner's body was taken to the White House, she accompanying the same. From this sad occurrence the formal acquaintanceship with the President grew into love and marriage, and she was mistress of the White House, Washington, D. C., up to the close of her husband's term of office, March 3, 1845, after which they lived in his beautiful estate, Sherwood Forest, Charles City County, Virginia. Her husband, ex-President Tyler, died at the Exchange Hotel, Richmond, Va., 18 Jan., 1862, and she died at the same hotel, 10 July, 1889, in a room opposite that in which her husband had died 27 years before. At the close of our war with Mexico, Colonel Gardiner joined a party of young men who left New York for California, via Mexico. Some of the members had been prominent in society; and all, with the exception of Colonel Gardiner, who traveled for pleasure, were lured by a love of adventure or a desire to better their fortunes in our newly acquired territory. They sailed from New York to Vera Cruz, where arrangements were completed for the journey overland to the Pacific Coast. For the transportation of the baggage and supplies, pack-mules were purchased; also a number of army wagons at $15.00 each, wagons which had been left in Vera Cruz on the withdrawal of the American forces under Gen. Winfield Scott. These were the first wheeled vehicles to cross Mexico, and were sold for $1,500 each on the arrival of the expedition in California. From Vera Cruz the party traveled on horseback to the City of Mexico, and thence to San Blas, on the Pacific Ocean, a distance of 1,500 miles, which was covered in forty consecutive days. Much difficulty was experienced in hauling the wagons, as most of the country westward of the City of Mexico was without roads, and trees had frequently to be felled to clear a way. Relative to the arduousness of the task, Colonel Gardiner, who was a frequent contributor to the New York "Journal of Commerce" during his sojourn in California, writes as follows: "Harbor of San Blas, 18 March, 1848. We have accomplished, to the surprise of the Mexicans and all others, what was never done before, and what was thought perfectly impracticable; that is, the bringing of loaded wagons from Vera Cruz to the Pacific. The roads from Guadalajara are the worst ever seen; in fact, scarcely traversable by mules. As we passed the several towns on our route from Guadalajara, the inhabitants cheered us with cries of "Bravo! Bravo!" and when we entered San Blas we received three times three. At one place on the route we were obliged to descend

a baranco, or ravine, three hundred feet deep, and three-quarters of a mile wide. The descent was almost perpendicular and deemed impracticable, but we accomplished it without unloading; the mules were taken out and the wagons let down by ropes." At San Blas the party had the good fortune to find a sailing vessel bound to San Francisco, aboard of which they took passage. The ship called on the way at San Diego, at that time a small hamlet of adobe houses. Here Colonel Gardiner and his friend, John R. Bleeker, disembarked, their companions proceeding to San Francisco. Through the persuasions of a surveyor, a chance acquaintance, who predicted that San Diego, in virtue of its harbor, the only one south of San Francisco, was destined to be a great city, Colonel Gardiner and Mr. Bleeker purchased for the sum of $50.00 a plot of ground on the waterfront, facing Coronado Island, a price which included the cost of surveying the land and the fee for recording the deed with the alcalde. This property was held by its joint owners until the land speculation was rife in San Diego, about twenty-five years ago, when it was sold for $40,000, the taxes on the same having been but a nominal sum yearly from the time of its purchase. Colonel Gardiner eventually reached San Francisco, which was little else than a vast mining camp, filled largely with adventurers and rough characters from all parts of the world, attracted by the excitement attending the discovery of gold which was then at its height. Lying at anchor in the harbor were sixty full-rigged ships, including the United States sloop-of-war, "St. Mary's." All were deserted with the exception of the "St. Mary's," the officers and crews having left for the gold diggings. Colonel Gardiner visited the mines, where he saw the practical operation of panning for gold, or placer mining, besides having an opportunity of studying life among the miners. Fabulous prices were paid at the mines for the bare necessities of life, flour, for instance, selling at $250.00 a barrel. One miner whose sole working capital was a pair of strong arms, a shovel, and pick, exhibited a strong partiality for Colonel Gardiner's necktie, offering him the equivalent of $16.00 in gold dust, which he proceeded to weigh in anticipation of the owner's willingness to part with it, although the offer was declined. Another proposed to purchase his gold watch for a sum many times greater than its original cost; and several coveted his Colt's revolver, for which a price far beyond its intrinsic value would have been cheerfully paid. While exploring the course of the Sacramento River, Colonel Gardiner was stricken with malarial fever, with no one to minister to him but a faithful negro servant. A tent pitched on the bank of the river served as their only protection from the elements. At night their slumbers were disturbed by wild swine or peccaries entering the tent in search of food, and their leather boots would have been devoured had they not taken the precaution of placing them beyond the reach of the ravenous animals. Much to Colonel Gardiner's astonishment, while lying on his back, low with fever, there appeared one day before the tent a hunter attracted by the extraordinary sight of a tent so far from civilization. The stranger wore a long gray beard, and a suit of buckskin clothed his tall and lanky figure. A sombrero covered his head, and he carried a Kentucky rifle with its barrel of exaggerated length, a characteristic of that type of firearm. After an exchange of greetings, the hunter inquired of Colonel Gardiner if he had seen anything of a party of surveyors. Receiving a negative reply the old man said that he had recently met them at the very place where Colonel Gardiner was encamped, and that they believed it to be a desirable site for a city. The hunter, however, held dissimilar views, predicting that were a city located there it would be in danger of inundation, as the river had been known to overflow its banks; in proof of which the old man, looking upward, pointed out to the surveyors the marks left on the tree trunks by former floods. But notwithstanding his warnings, the city of Sacramento, the capital of California, occupies the site of Colonel Gardiner's tent, and, as the old hunter predicted, the river has on more than one occasion flooded its streets, to the discomfort of its inhabitants. Recovering from his illness, Colonel Gardiner returned to San Francisco, where, by chance, he met Captain Edwards, of Sag Harbor, L. I., who had just come around Cape Horn in command of a schooner hailing from his native place. The vessel was loaded with lumber, and at the suggestion of Captain Edwards, whom Colonel Gardiner had known as a boy, he bought the cargo. As Colonel Gardiner was on his way back to San Diego, Captain Edwards agreed to carry the lumber down the coast, and assisted by his crew, most of whom were carpenters, wheelwrights, and blacksmiths, from the east end of Long Island, he erected for Colonel Gardiner a substantial dwelling. This was the first American house built in San Diego, and was occupied by Colonel Gardiner until his return home in 1851. The house overlooked the harbor, and from its porch the sight of whales disporting themselves was not an uncommon one in those early days. In consequence of his brother Alexander's death and of his presence being needed at home, Colonel Gardiner left San Diego in 1851. The homeward journey from San Blas to the City of Mexico was over the same ground as that traversed three years previously. Colonel Gardiner being a man of remarkable self-reliance and of undaunted courage, expected to make the trip alone with only his compass to guide him, but just as he was bidding farewell to the Pacific, he was joined by a fellow traveler, a German, bound also to Mexico City. The two men, though strangers to each other and unable to speak any language but their respective native one, rode side by side for forty consecutive days, yet managed by means of signs to make themselves understood. At night they slept under no covering but their blankets, their saddles serving for pillows; their horses were hobbled, and a fire kindled as a protection against prowling wolves. Colonel Gardiner's long ride ended in the City of Mexico, whence he completed the remainder of his journey overland by stage-coach to Vera Cruz. From Vera Cruz he sailed for New York in the brig "Ninfea,"—Spanish for waterlily. Tempestuous weather was met with in the Gulf, the sea running so high that grave fears were entertained for the safety of the

brig. At times it seemed as though the small vessel must surely founder, but the peninsula of Florida was successfully doubled, and the brig's course laid to the northward. All went well until abreast of Cape Hatteras, when a severe storm arose, carrying the brig before it to the vicinity of the West India Islands. The fury of the gale having subsided, the brig was again headed for her destination, but no sooner had she reached the American coast than another storm of equal intensity was encountered, driving her back to nearly the same position. A second attempt to recover the ground lost was no more successful, as a third storm drove the vessel well off the coast. Finally New York was reached, but not in time to save the life of a pet goat belonging to the sailors, which had to be sacrificed for food, as the brig was long overdue and the supply of provisions was well-nigh exhausted. On his return from California, Colonel Gardiner settled on Staten Island, leading the life of a country gentleman until he went abroad in 1875, and resided in France for a number of years. In personal appearance Colonel Gardiner was a distinguished looking, dignified gentleman of fine military bearing, with a strikingly handsome face, a high, noble forehead, and refined clear-cut features. Of great repose of manner, and of the strictest integrity of character, he was of a genial disposition, free from all vanity or ostentation, and uniformly courteous toward all. Just in all his dealings, he was a man who enjoyed life rationally; the possessor of a sound mind, and of a temperament of unusual equanimity under all circumstances. He was an admirer of the beautiful in art and nature; an accomplished horseman, a good shot, and well versed in ornithology. His interest in historical matters evinced itself at an early age, and few were better informed than Colonel Gardiner on the Indian lore of Long Island, or of its history in Colonial days. Politically, Colonel Gardiner was a Democrat of the old school, though a stanch supporter of the Union throughout the Civil War. He never sought office, but was, nevertheless, nominated by acclamation for member of Congress from the First Congressional District of New York, at the Union Convention held at Jamaica, L. I., 19 Oct., 1860. There were four nominees for Congress in the district. The convention went into an informal ballot which resulted in the naming of Colonel Gardiner, of Richmond County, and Tunis G. Bergen, of Kings County; and Colonel Gardiner receiving a majority of the votes cast; on motion of James Ridgeway, he was declared by acclamation the nominee of the convention. Subsequently at a meeting of the committee of conference having in view the selection of a Union Committee of Fifteen of New York and Union candidate in the First Congressional District, which committee was composed of the fifteen from the body of the district representing the respective candidates, each candidate naming five representatives, held at the Merchants' Exchange, New York City, 30 Oct., 1860, after a full interchange of views, Colonel Gardiner, for the purpose of effecting a compromise in the First Congressional District, consented to withdraw his name in favor of Edward Henry Smith. He married in New York, on 26 April, 1860, Sarah Gardiner Thompson, daughter of David Thompson, a noted financier of New York, and Sarah Diodati (Gardiner) Thompson, daughter of John Lion Gardiner, seventh proprietor of Gardiner's Island. They were the parents of three children: David, Sarah Diodati, and Robert Alexander Gardiner. David, the oldest son (b. at Castleton, S. I., 7 April, 1861), was educated in this country and abroad. He is interested in science and art, and, although he studied architecture, he never practiced. He is also a student of polite literature and compiled the excellent family narrative from which this sketch was written. David Gardiner is present owner of Sagtikos Manor, situated at West Islip, L. I., having inherited the ancient domain of his uncle, Count Frederick Diodati Thompson. Sagtikos Manor, called by the English Appletreewick, was purchased from the native Indians in 1692, and a charter or patent was subsequently issued for the same in the name of King William[s] III. The estate comprises an area of 1,206 acres, and extends from the Great South Bay on the south to within a mile and a quarter of Smithtown on the north. Much of it is woodland, and the arable portion, composed of a rather light soil, yields, nevertheless, bountiful crops as a result of scientific methods of agriculture instituted by the present owner. The manor house, built in 1697, is in excellent preservation, though its exterior has been greatly modified by the late owner of the manor, who built an extension and large wing with modern appointments. The manor house, especially the original portion, is an interesting repository of old furniture of the Colonial period, and of engravings and mementoes of Revolutionary days. Sarah Diodati Gardiner (b. at Castleton, S. I.) was educated in private schools in this country and in Geneva, Switzerland. At an early age she showed a marked disposition for drawing and painting, which led her to enter the Yale School of Fine Arts, a department of Yale College, from which institution she graduated with honor. She then went abroad, spending several years in the study of art in Paris. She is a miniature painter and an accomplished linguist. She is unmarried, and resides with her mother and brother, David Gardiner, at Sagtikos Manor, West Islip, L. I. Robert Alexander Gardiner (b. in Castleton, S. I., 16 Oct., 1863) was educated at the Anthon Grammar School, New York, and in schools in Geneva and Vevey, Switzerland. Subsequently he became a student in the Lycée of Tours, France, and on his return to this country he entered the Academic Department of Yale College, graduating in 1887. After his graduation he was prominently identified with society in New York, and later with that of Paris, in which city he resided for several years. Though not actively engaged in business, he is a clever financier, managing several estates with unusual ability, and his advice on investments is frequently sought by corporations and private individuals. He is fond of athletic sports; is a collector of old prints; is interested in historical and genealogical subjects, and resides with his family in Suffolk, England. He married Nora Loftus, of Mount Loftus, County Kilkenny, Ireland, the wedding ceremony taking place 22 Feb., 1908, in Lon-

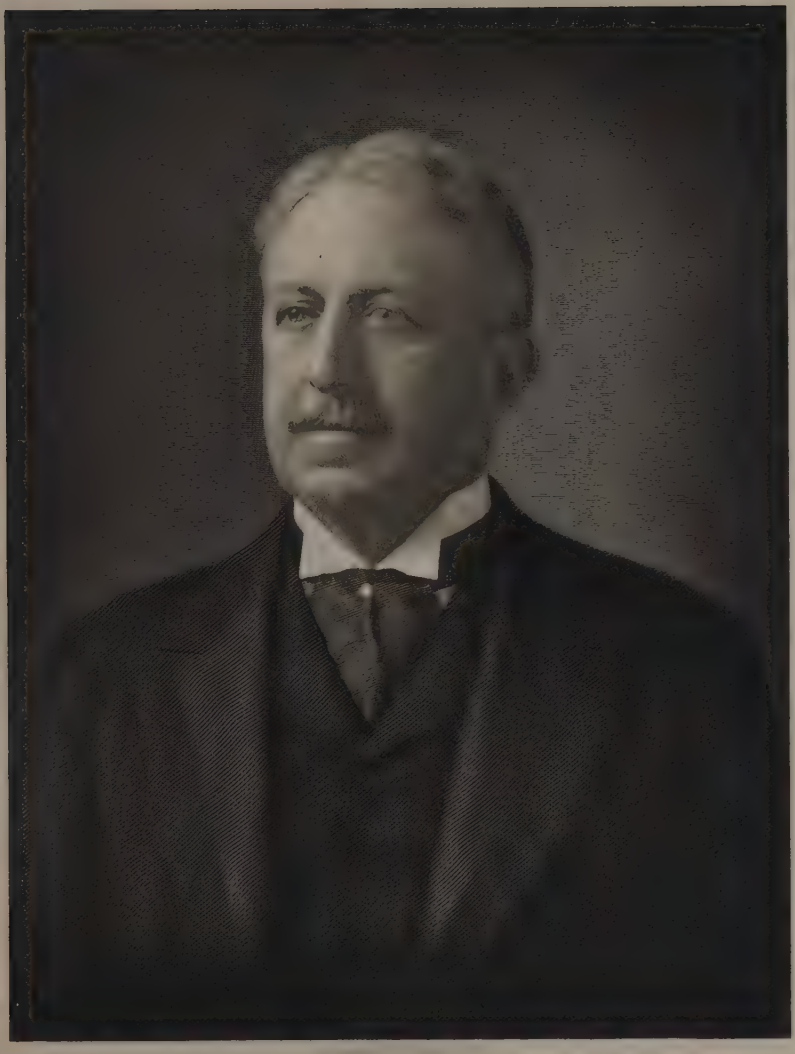
don, at St. Margaret's Church, Westminster, and they are parents of two children: Alexandra Diodati Gardiner, b. 7 Feb., 1910; Robert David Lion Gardiner, b. 25 Feb., 1911.

STETSON, Lemuel, lawyer and statesman, b. in Champlain, N. Y., 13 March, 1804; d. at Plattsburg, N. Y., 17 May, 1886, son of Reuben and Lois (Smedley) Stetson. He came of Colonial ancestry, tracing his descent from Robert Stetson, who was cornet of the first "Troop of Horse," raised in Plymouth Colony, in the year 1658. Cornet Robert's eldest son, Joseph, had a second son, Robert (b. 9 Dec., 1670), a cordwainer and a constable in Hanover, Mass. He married Mary Collamore, daughter of Capt. Anthony Collamore, and died in 1760, aged ninety years. His son, Robert (b. 3 Sept., 1710; d. 27 Feb., 1768), married Hannah Turner, and lived in Hanover. Their son, Robert (b. in Hanover, 8 May, 1740), married Lydia Rich, daughter of Samuel Rich, of Truro, lived first in Scituate, Mass., and removed later to Hardwick, Worcester, Mass., dying in Hardwick, 18 Jan., 1814. His second son, Reuben (b. 23 March, 1775), accompanied by his elder brother, Robert, purchased land in the southeastern part of the town of Champlain, where their families continued for more than a century. He married Lois Smedley, daughter of John Smedley, Jr., of Williamstown, Mass., and a woman of great force of character and of unusual vigor of mind and body. He died 25 Aug., 1838. Lemuel Stetson was one of thirteen children, and of all the descendants of Cornet Robert Stetson none attained greater public distinction. From early boyhood he exhibited marked ability and an interest in study. His youth was spent on his father's farm, where he took his part in its cultivation, at the same time attending the public schools of his district, and later pursued a course at Plattsburgh Academy. Until he reached the age of eighteen he was well content to remain a farmer, but his future career was then decided by a chance remark of his neighbor, "Squire" Julius Cæsar Hubbell, of Chazy: "Stetson, why don't you study law? You can do better as a lawyer than as a farmer." After a brief period of reflection, the young farmer determined to act upon the suggestion, entering first the law office of Julius C. Hubbell, then that of Henry K. Averill, of Rouse's Point, and finally that of John Lynde, of Plattsburg, one of the most eminent lawyers and citizens of Northern New York. Mr. Stetson was admitted to the practice of law about the year 1828, and from that time became an active and leading politician, without, however, losing his interest in the study of his profession. His zeal was such that, even before his admission to regular practice, he acted as attorney for every prisoner in Clinton County Jail, thus acquiring the familiarity with criminal procedure that led to his being retained, for or against, every person charged with murder in Clinton County during the forty years of his professional life. His investigation and preparation of cases were marked by care and ability, and he was vigorous and powerful in argument, and remarkable for his intellectual acumen. Although in all walks of life he showed sound judgment and great good sense, he possessed a forensic rather than a judicial mind, and few trial lawyers were more formidable than he. Honorable and liberal in his practice, he abhorred all technical or undue advantage, and was willing to meet his opponent on the real merits of his case. Judge Stetson's political preferment was as rapid and remarkable as his professional success. He reached his varied positions solely through the native vigor of his mind and his energetic character. He was Democratic leader in his county, and was many times chosen for public office; was district attorney (1838-43); member of the assembly in 1835, 1836, 1842, and 1882; member of the Twenty-eighth Congress (1843-45); and a member of the convention of 1846, which framed the constitution of the State of New York. While a member of the assembly he came into prominence through his opposition to the measure proposing the abolition of capital punishment, and established a reputation as a legislator of more than ordinary power and eloquence. In Congress he was a leading debater and an active and influential member; while many of his suggestions are incorporated in the present State constitution. From 1847 to 1851 he served as county judge, changing his residence from Keeseville to Plattsburg, the county seat, in order to discharge the duties of his office. In 1855 Judge Stetson was Democratic candidate for State comptroller, running 500 votes ahead of Samuel J. Tilden, candidate for the office of attorney-general on the same ticket. He was a delegate to the Democratic National Convention at Charleston, S. C., and at Baltimore, Md., in 1860, giving hearty and efficient support to his friend, Stephen A. Douglas. In 1862 he went to the legislature as a War Democrat, and in the fall of that year was defeated for re-election along with Gen. James S. Wadsworth and the rest of the Union ticket. At the first outbreak of the Civil War, he presided at the first Union meeting in Plattsburg, when he outlined his attitude as follows: "In this crisis all party feeling should be put aside and everyone stand for the preservation of the Union and with the Administration in enforcing the laws, and recovering the property of the United States, unlawfully seized." He remained patriotically devoted to the cause of his country, and was called upon to bear the loss of his second son, John L. Stetson, lieutenant-colonel of the Fifty-ninth New York Regiment, who heroically fell, the most bravely exposed of his regiment, upon the battlefield of Antietam. Judge Stetson went South to bury his son, and while on this mission wrote a letter to a friend, noteworthy for the broad-minded sympathy expressed for the sufferings brought upon the enemy by a war waged in their own territory, and for its brilliant descriptive qualities. Judge Stetson always enjoyed the friendship and appreciation of eminent men. During his term in the Twenty-eighth Congress, he was known as one of "Silas Wright's boys" from the fact that together with Preston King, Henry C. Murphy, and Governor Fairfield, he resided with the Senator from New York. Here he formed his life-long friendship with Stephen A. Douglas; his seat was directly opposite that of John Quincy Adams, and in the memoirs of that

LEMUEL STETSON.

Cataract Construction Company. With all his remarkable intellectual equipment, organizational ability, and intimate association with the leading men of the day in politics and finance, Mr. Stetson could have aspired to almost any public honor, but steadfastly refused political preferment of any kind. No man was more completely in the confidence of the faction known in New York as the "Cleveland Democracy" than he, while his faithfulness commanded the respect of the other faction of the party. He was the friend and political adherent of Grover Cleveland before Mr. Cleveland's elevation to the presidency, and, though the younger of the two by many years, was in the councils of his party long before Mr. Cleveland. The following story well illustrates Mr. Stetson's independent spirit and personal modesty. In the last Administration of Mr. Cleveland, a coterie of New York Democrats asked Mr. Cleveland to honor Mr. Stetson with an appointment that would approximately recognize his merits and party service. To this application the President replied: "You gentlemen can go back home with the assurance that, if Mr. Stetson would have accepted an appointment in this Administration, his friends would not have to ask it for him. But the trouble with Stetson is his friends can do nothing for him." When Tilden and Hendricks were the presidential candidates of the Democratic party and were compelled to give up what the party considered their victory, Mr. Stetson was one of the men called in conference by Mr. Tilden. To him was given what is known in the contest as the "Florida returns"—the returns of several Southern states which were in question. Mr. Stetson prepared the Florida case, a task that required the best trained legal mind and truest party spirit, for the tribunal that had been created to pass upon the greatest election contest in history. In this connection it was authoritatively stated, "That, if all the cases had been prepared as Francis Lynde Stetson prepared his, it would have been better for the party." In 1874 Mr. Stetson had declined the position of secretary to which he had been invited by Mr. Tilden, who was then governor of New York State. Mr. Stetson is esteemed by those who know him not only for his high rank as a lawyer, but for his unsullied character as a man, his fidelity as a citizen, his loyalty to his party, his devotion to his church, also his acknowledged scholarly attainments, and his spotless private life. He is a zealous churchman, and a warden in the Church of the Incarnation (Episcopal) in New York City. He has been a delegate to every Episcopal convention for many years, and it was he who framed the canon on "divorce and marriage," which at the time of its promulgation provoked much discussion both by the church and the press. On the occasion of the annual meeting of the "Stetson Kindred of America," held in August, 1913, at the old Stetson homestead, Dr. Hamilton W. Mabie sent an appreciative tribute on the character of Mr. Stetson, prefaced with the remark: "I have no dearer friend, and know of no man in whose integrity I have greater confidence." In part, he said: ". . . It would have been easy to forecast Mr. Stetson's future from his aims and attitude in college. Rectitude was then the basis of his character. He has a directness of moral perception which predestined him to clear and unswerving integrity in all the relations and affairs of life. Add to this fundamental rectitude an open and frank nature, and a habit, not only of personal kindness but of general good will and an instinctive desire in all differences of opinion to bring men together on a common ground, and the high and warm regard in which Mr. Stetson is held and his notable success in his profession are easily understood. . . . To his friends his steadfastness, companionable intelligence, and unfailing humor have been a continual delight; while all who have any claim on his sympathy or aid have found him not only quick, but generous in response. To use a commercial phrase, he has honored at sight all the drafts which life has drawn on him." Mr. Stetson is a director of the New York Botanical Gardens; a member of the Alpha Delta Phi and Phi Beta Kappa college fraternities; the Century, University, Tuxedo, Riding, Down Town, Church, Democratic, Grolier, Bar Associations; and member of the board of trustees of Williams College, the Dunlap Society, New England Society, Metropolitan Museum of Art, and the American Geographical Society. On 26 June, 1873, he married Elizabeth Ruff, daughter of William Ruff, of Rahway, N. J. In the winter he resides at 27 Madison Avenue, New York, and in the summer finds his greatest happiness in leading a quiet life with his wife at his country home, "Skylands," in Ringwood, N. J. Some years ago, together with the late John B. Stetson, of Philadelphia, he purchased and presented to the "Stetson Kindred of America" the home of their ancestors in England.

VANDERBILT, Alfred Gwynne, capitalist, b. in New York City, 20 Oct., 1877; d. near Kinsale Head, Ireland, 7 May, 1915, third son of Cornelius and Alice (Gwynne) Vanderbilt, and a grandson of William Henry and Louise (Kissam) Vanderbilt. The first known representative of the family in this country was Jan Aertsen Van-der-Bilt, a Holland farmer, who settled in the neighborhood of Brooklyn, N. Y., about 1650. As the name indicated the family belonged to either the village of Bilt, a suburb of Utrecht, or the parish of Bilt in Frisia. In the second generation, the family divided, one of the sons removing from Brooklyn to New Dorp, Staten Island, in 1715. They were successful farmers and pursued industrious lives. In the fifth generation, the leading member was Cornelius Vanderbilt (1794-1877), better known as "The Commodore," who was the great-grandfather of Alfred Gwynne Vanderbilt. He laid the foundation of the family fortune, when, in 1814, he obtained a contract from the government for the transportation, by water, of supplies to the nine military posts around New York City. His success constantly emboldened him to larger efforts, so that when the gold "fever" was prevalent in California in 1849, he established a passenger line to the Pacific via Nicaragua. In the meantime he became impressed with the importance of great trunk line railways running into New York, and, in 1844, acquired an interest in the New York and New Haven Railroad, by disposing of the Sound steamboats, which he then owned. In



Francis Lynde Stetson

1863 he purchased a large part of the stock of the New York and Harlem Railroad, and effected a consolidation with the Hudson River Railroad. Four years later he was elected president of the New York Central Railroad, and his descendants have uniformly maintained an interest in its management. Alfred G. Vanderbilt was prepared for college at St. Paul's School, Concord, N. H., and entered Yale University with the class of 1899. During his college career he was voted the most popular man in the institution, and, although his family had given large sums of money to Yale, he was noted among his fellow students for democracy and unassuming manners. Soon after graduation Mr. Vanderbilt, with a party of friends, started on a tour of the world which was to have lasted two years. When they reached Japan on 12 Sept., 1899, he received news of the sudden death of his father, and hastened home as speedily as possible to find himself, by his father's will, the head of his branch of the family. Soon after his return to New York, Mr. Vanderbilt began working as a clerk in the offices of the New York Central Railroad, as preparation for entering into the councils of the company as one of its principal owners. Subsequently, he was chosen a director in other companies as well, among them the Fulton Chain Railway Company, Fulton Navigation Company, Raquette Lake Railway Company, Raquette Lake Transportation Company, and the Plaza Bank of New York. Mr. Vanderbilt was a good judge of real estate values and projected several important enterprises. On the site of the former residence of the Vanderbilt family, and including, also, several adjacent plots, he built the beautiful Vanderbilt Hotel at Park Avenue and Thirty-fourth Street, New York, which he made his city home. Mr. Vanderbilt found great enjoyment in society and in travel. He had keen pleasure in his association with men of note and prominence, and his social gifts and his wealth enabled him to bear his part in that life with grace and distinction. But social entertainment given or received, was by no means the whole of his career. Mr. Vanderbilt was an expert whip, and whether tooling a coach along the roads of this country or enjoying his favorite pastime in England, he was always a genial and enthusiastic sportsman. Although he became an automobilist as soon as automobiles were introduced in this country, he never gave up his great liking for coaching, and developed the sport until it became an art. Even when an undergraduate he had made four-in-hand driving his favorite sport. At his country place, Oakland Farm, Newport, R. I., Mr. Vanderbilt had the largest private riding-ring in the world, and it was there that his horses were trained for public road-coaching, as well as for private horse shows, amateur circuses, and country fairs. In 1906 his coach, "Venture," gained much fame. When he drove this coach from the Victoria Hotel, London, England, for his first trial run along the Brighton road in 1908, his party received an ovation along the entire route, and Mr. Vanderbilt said that that had been the greatest day of his life. He later established regular daily runs with his famous coach, from Victoria Hotel in London to the Metropole Hotel in Brighton. Some time before he had become one of the most prominent horsemen in America, his horses winning blue ribbons at every show of importance both here and abroad. In looking back throughout his career one is impressed by the modesty of his sportsmanship. If he had chosen, he could easily have taken front rank as an exhibitor of show horses; he preferred, however, to keep only a comparatively small stable with which to be merely represented, and which was so regulated as always to permit others of lesser means an equal chance. In the last analysis, this might be said to have been one of the finest characteristics that a true sportsman could display, unconsciously conforming with the spirit of his country—humanity itself. When the automobile was in its infancy he spent $30,000 for a racing-car for the Florida beach tracks, and awarded many costly trophies to record-breaking automobilists. Mr. Vanderbilt owned a camp in the Adirondack Mountains, New York; a private railroad car, and a yacht, the "Wayfarer." He was a victim of one of the world's greatest tragedies of the sea as a passenger aboard the great British steamer "Lusitania" en route from New York to Liverpool, England, which was torpedoed by a German submarine, and sunk off the coast of Kinsale Head, Ireland, 7 May, 1915. The last recorded act of Mr. Vanderbilt, who could not swim, was that he nobly removed his life belt and gave it to a woman. The ship sank a few seconds later. The following tribute to his memory appeared in the "Westminster Gazette," of London: "To most of us the name Vanderbilt suggests the great wealth used in this country in reviving and sustaining the pleasant pastime of coaching, but for the future the name will always remind us of the gallant gentleman who knew how to die. Not the least affecting of the many moving stories which we have read of the 'Lusitania' is the story of how Vanderbilt organized searching parties for 'kiddies' and got them into boats, and how, just before the end, unable to swim a yard himself, he gave his life belt to an old woman. These are days when it is the commonest thing for men to meet death with coolness and courage, but even in these days we will not forget the story of Vanderbilt's humanity and sacrifice." To his friends he was ever accessible, cordial, and generous, to strangers he was dignified, courteous, and affable. He was a benefactor of various philanthropies, among them the Y. M. C. A., a building for which organization he erected in Newport, R. I., in memory of his father. Mr. Vanderbilt held membership in the Knickerbocker, Piping Rock, Metropolitan, New York Yacht, Riding, Meadow Brook, Turf and Field, the Brook, Yale, Automobile of America, and Ardsley Clubs. He married, first, 14 Jan., 1901, Elsie French, daughter of Francis Ormond French, by whom he had one son, William H. Vanderbilt; and second, 17 Dec., 1911, at Reigate, England, Margaret Emerson McKim, daughter of Capt. Isaac E. Emerson, of Baltimore, Md., by whom he had two sons, Alfred Gwynne, Jr. (b. 22 Sept., 1912), and George Vanderbilt (b. 23 Sept., 1914).

CARNEGIE, Andrew, manufacturer, financier, philanthropist, b. in Dunfermline, Scotland, 25 Nov., 1835, son of William and Margaret (Morrison) Carnegie. His father was a weaver of fine damasks, taking the materials from merchants and working them up on his own loom at home. The introduction of steam-looms and the extension of the factory system put him out of work; and in 1848, with his wife and two sons—Andrew, aged thirteen, and Thomas, six—he migrated to America, settling in Pittsburgh, where they had relatives. Andrew Carnegie received scant early schooling, and that before he was twelve years of age. The father found work in the Blackstock Cotton Mill, Allegheny City, where Andrew presently joined him as bobbin-boy at $1.20 a week. To their earnings were added the small sums which the mother could earn taking in washing and binding boots for the father of Henry Phipps who lived next door. At the age of fourteen Andrew secured a position at $3.00 a week in a bobbin-turning shop, firing a furnace in the cellar, and assisting in running a small engine. Shortly afterward he was made a bill clerk in the factory. At the age of fifteen he left to become a messenger boy for the Ohio Telegraph Company, and later, having learned telegraphy, became an operator, at $450.00 a year. By assiduous attention to duty, he was rewarded in 1854, when he was nineteen, with the position of private secretary to Thomas A. Scott, then superintendent of the western division of the Pennsylvania Railroad Company. He became Scott's protégé, and to this fact may be attributed a large part of his subsequent prominence in the business world. His pay was only $50.00 a month; but being secretary to the most influential railroad man in Pennsylvania afforded him peculiar advantages, leading him to engage in many successful speculative ventures. For the first of these, the purchase of ten shares of Adams Express Company stock for $600.00, he raised $500.00 by a mortgage on his mother's home, and the remainder was lent by Mr. Scott. The latter also gave him an interest in the Woodruff Sleeping Car Company and the Columbia Oil Company, which are known to have been the basis of his fortune. He also had interests in a company formed to build telegraph lines along the Pennsylvania Railroad; in a project for establishing a sutler's business in soldiers' camps; in a horse-trading concern, in connection with General Eagan, for the supply of cavalry mounts to the government; in a bridge-building company; in a locomotive works; in the Duck Creek Oil Company; Birmingham Passenger (horse-car) Railroad; in the Third National Bank of Pittsburgh; in the Pittsburgh Grain Elevator; in the Citizens' Passenger Railroad; in the Dutton Oil Company, and many others. By 1863 his speculative activities had netted him considerable capital. In that year, also, he was promoted to Scott's old position as local superintendent of the Pennsylvania Railroad, with offices at the Outer Depot, Pittsburgh, and with his brother, Tom, nine years his junior, as his assistant. His entry into the iron business occurred in 1865, when he and Thomas N. Miller, his most intimate friend, organized the Cyclops Iron Company. It was intended as a rival mill to the Kloman-Phipps Iron City Forges, but through the inexperience of its projectors proved a failure. Carnegie found himself in the iron business more by accident than preference, and the future iron king reproached Miller in a letter for getting him in the "most hazardous enterprise I ever expect to have anything to do with." In fact, his success in the speculative field had inspired him with the desire for a financial career. However, he extricated himself. The year before he had furnished his brother Tom the money, $8,925, with which to purchase a one-sixth interest in the Kloman-Phipps mill; and through Tom's persuasiveness he succeeded in consolidating the latter works with the Cyclops concern. Kloman was a mechanical genius, and his mill had shown steady growth since its organization as a small forge in 1857; and at the beginning of 1865 it had increased its capital from $60,000 to $150,000. Thenceforward the two mills, organized as the Union Iron Mills and capitalized at $500,000, were known as the Upper and Lower Union Mills, and are so known today. The Civil War was then drawing to a close, causing a great loss of government business, and involved the finding of new markets and the making of other kinds of goods. During this transition period the company was saved from failure on more than one occasion by Miller, the wealthiest of the partners, frequently loaning the money to pay the workmen's wages. Carnegie resigned his railroad position in this year, and he and Phipps went to Europe on a nine-months' walking tour. On their return in the spring of 1866, Phipps assumed the financial management of the company, and Carnegie, in the rôle of salesman, essayed to create an outlet for their product. In this capacity, which constituted his principal duties during his long connection with the iron industry, he displayed rare resourcefulness. He immediately procured profitable orders through a connection he had formed with the bridge-building firm of Piper and Shiffler. In 1865 he had promoted the reorganization of this company and incorporated it as the Keystone Bridge Company, with a capital of $300,000; and his principal interest in the company was given to him for promoting the project. The Union Mills, with the sustenance thus furnished by the Keystone Bridge Company, together with the general revival of the iron trade throughout the country, entered upon an era of prosperity, and Mr. Carnegie now revised his former opinion that the iron business is a "most hazardous enterprise." His optimism, in fact, inspired him with a desire to gain control of the company. This he accomplished in the next twenty years by a series of "ejectures," as he termed them, of partners. His first victim was his friend Miller, in 1867. Carnegie effected it by depreciating the value of the company to Miller, to whom he wrote that he would like to sell his stock at $27.50 a share. Miller sold his at $32.00 a share supposedly to David A. Stewart, but when the sale was finally made the purchaser proved to be Andrew Carnegie himself. This gave him 39 per cent. of the outstanding shares. The firm was reorganized in 1870 under the style of Kloman, Carnegie and Company, and constructed the first Lucy furnace, so called after the wife of Thomas Carnegie, who was a daughter of

Andrew Carnegie

William Coleman, a manufacturer of iron rails in Pittsburgh. In 1871 Coleman, who had just completed observations of the many Bessemer converters which were installed in America in the preceding four years, proposed to Thomas Carnegie that they organize a company to manufacture Bessemer steel. They succeeded in interesting David McCandless, David A. Stewart, and other prominent Pittsburgh men, and obtained an option on a tract of 107 acres of land called Braddock's field. Thomas Carnegie presented the matter to his brother Andrew, who lived in New York, but the latter strongly opposed it, and refused to connect himself with it in any way. However, fate had decreed that Andrew Carnegie should play a prominent part in the organization of this famous company. While the plans were still in embryo Andrew Carnegie's patron saint, Colonel Scott, had him commissioned by President J. Edgar Thomson, of the Pennsylvania Railroad, to go to Europe and market a block of the bonds of a new railroad which was to run to Davenport, Ia. Carnegie sailed in April, 1872, and was successful in selling $6,000,000 of the bonds, from which his aggregate commissions amounted to $150,000. Incidentally the loss to the purchasers of the bonds was $6,000,000—every cent they put in; and a futile effort was afterward made to hold Carnegie responsible for the loss. During this European trip, however, Carnegie made a study of the Bessemer steel situation there. In England the industry was firmly established. At Derby visitors were shown a double-headed Bessemer rail which had been laid down in 1857—at a point on the Midland Railway where previously iron rails had sometimes to be renewed within three months—and which, after fifteen years' constant use, was still in good condition. The nature of these exhibits made the Pittsburgh scheme now appeal to Carnegie, and he became an enthusiastic supporter of Coleman's Bessemer project, especially at the prospect of an additional outlet for the product of the Lucy Furnace. And on his return he eagerly put into the venture the whole of his European profits, in addition to a commission of $75,000 which he had made the previous October on the sale of a block of Gilman bonds, also won through the friendship of Colonel Scott. So on 1 Jan., 1873, Coleman took up the option on Braddock's field, and on the 13th of the same month the firm of Carnegie, McCandless and Company was organized with a capital of $700,000. Carnegie put altogether $250,000 into the venture and acquired the largest individual interest. Coleman put into it $100,000, and Kloman, Phipps, McCandless, Scott, Stewart, Shinn, and Thomas Carnegie each supplied $50,000. Thus was started the great enterprise which afterwards became famous as the Edgar Thomson Steel Works. Ground was broken 13 April, 1873. Before the work was more than well started, however, the panic involved the firm in great financial difficulty; and but for the high standing of McCandless, Stewart, and Scott, it would have succumbed. As it was, an issue of bonds was found necessary. These conferred on the purchaser the right to exchange them within three years for paid-up stock in the company. J. Edgar Thomson, president of the Pennsylvania Railroad and Colonel Scott, Carnegie's protectors, took $150,000, and Gardiner McCandless, son of the chairman, bought about $70,000 for himself and friends. Notwithstanding that these purchases saved the company and brought to it the prestige and favor of President Thomson and Colonel Scott, as was found when it entered the market with its rails, Carnegie refused to permit them to convert their bonds into stock upon maturity and compelled them to accept cash instead. Young McCandless, however, upon seeking legal redress, was given stock in exchange and taken into the firm as Carnegie's secretary. In the meantime Mr. Carnegie had availed himself of the opportunity to acquire Kloman's interest in the Kloman, Carnegie Company, which had remained a separate concern. Kloman had become interested in a project for mining and smelting ore in Michigan. Its ore proved deficient in quality and the company failed, involving Kloman. Lest the affairs of the other partners in Kloman, Carnegie and Company also become involved through pressure of Kloman's creditors, Carnegie made a written offer to restore Kloman to full partnership if he would make a voluntary assignment and get a judicial discharge. This Kloman agreed to do; and a committee of the creditors was formed to appraise his interests, which the Carnegies bought. Kloman was thus enabled to make a settlement of fifty cents on the dollar. But after the disentanglement of his affairs Carnegie offered him an interest of $100,000. This did not satisfy Kloman, who valued his interest at several times that; and he demanded complete reinstatement in all the Carnegie companies, in accordance with the previous understanding. But as he had no binding contract—the written offer and its acceptance carried no legal consideration—he was unable to force his demands. So in bitterness he withdrew from Carnegie, Kloman and Company, although he retained his interest in Carnegie, McCandless and Company until 1876. On 12 Oct., 1874, the latter firm was dissolved, and the J. Edgar Thomson Steel Works, Ltd., was incorporated, with a capital of $1,000,000, to take its place. Its personnel was almost exclusively of railroad men, and naming the works after the president of the Pennsylvania Railroad insured that company's favor. By 1875 the Edgar Thomson mill was yielding a golden stream of profits, and its sole ownership was becoming a passion with Mr. Carnegie. In a letter from Europe, dated 13 April, 1876, in which he estimated the annual profits would be $300,000, he wrote: "Where is there such a business! . . . I want to buy Mr. Coleman out & hope to do so. . . . Kloman will have to give up his interest. These divided between Harry You and I would make the Concern a close Corporation. Mr. Scott's loan is no doubt in some banker's hands, and may also be dealt with after a little. . . . Then we are right and have only to watch the bond conversions." According to schedule, the ejecture of Mr. Coleman, the founder of the enterprise, was effected, and his interest acquired by Mr. Carnegie. Shortly afterward Kloman, whose interest in the Carnegie, Kloman Company Mr. Carnegie had previously seized, again succumbed to the latter's pressure and yielded up his interest in the Edgar

Thomson mill. Concerning the next victims whose interests were coveted, Carnegie wrote on 1 May, 1877, to Mr. Shinn: "It is not likely that McCandless, Scott and Stewart will remain with us. I scarcely think they can. . . . I know Harry and Tom have agreed with me that you, out of the entire lot, would be wanted as a future partner, and I think we will one day make it a partnership Lucy F. Co. U Mills, E. T. &c., and go it on that basis the largest and strongest Concern in the Country." David McCandless, however, was eliminated by the kindly hand of death; and Andrew Carnegie in a pathetic letter, dated 22 Feb., 1879, in Bombay, where he received the news, said: "It does seem too hard to bear, but we must bite the lip and go forward, I suppose, assuming indifference; but I am sure none of us can ever efface from our memories the image of our dear, generous, gentle and unselfish friend. To the day I die I know I shall never be able to think of him without a stinging pain at the heart. Let us try to be as kind and devoted to each other as he was to us. One thing more we can do, attend to his affairs, and get them right that Mrs. McCandless and Helen may be provided for. I know you will all be looking after this, and you know how anxious I shall be to co-operate with you." Accordingly nothing was done about it until Carnegie's return the following July, when, besides refusing to credit David McCandless' interest with any of the profits of the last five months, Carnegie insisted on purchasing his interest at book value appraisement made before McCandless' death. Mrs. McCandless and her daughter Helen received $90,000 for her husband's interest. It had cost $65,000 in cash. Gardiner McCandless, David's son, who was ejected shortly afterward, received $183,000 for his original investment of $42,000 in the convertible bonds. William P. Shinn, the next to go, was eliminated in 1881, and his case found its way into the courts. His interest amounted to the same as David McCandless', but he received $200,000. In 1881 the Edgar Thomson Steel Works, Lucy Furnaces, and the Union Iron Mills were consolidated into the Carnegie Brothers and Company, Ltd., with a capital of $5,000,000. In the following year the "ejecture" was again set in operation, and Gardiner McCandless, mentioned above, and John Scott, after the usual personal difficulty with Carnegie preceding these events, relinquished their interests in the company. In 1883 the Homestead Mills were added to the Carnegie group. The Homestead, intended as a rival of the Edgar Thomson Mill, had been incorporated in 1879 as the Pittsburgh Bessemer Steel Company, Ltd., with a capital of $250,000. Its founders, owners of various mills, had been customers of the Edgar Thomson Mill; but experiencing difficulty in getting their orders for billets filled, they built the Homestead plant as a measure of self-protection. After a year its prospects were exceedingly bright, but it became involved in labor difficulties which extended into the individual plants of the different owners; and the Carnegies effected a consolidation in October, 1883. On 1 Jan., 1886, the Pittsburgh Bessemer plant at Homestead, the Lucy Furnaces, and the Upper and Lower Union Mills were organized into Carnegie, Phipps and Company, Ltd. The net earnings of the Carnegie companies rose from $512,068 in 1879 to $2,128,422 in 1882. While 1883, 1884, and 1885 each averaged a million dollars less. In 1886 they increased to $2,925,350, in 1887 to $3,441,887, but decreased in 1888 to $1,941,555. This drop in profits led Mr. Carnegie to believe that the steel business had reached its zenith of prosperity, and in 1889 he entered into negotiations with certain English bankers and capitalists with a view to selling out. Phipps resisted the project, although he finally yielded reluctantly to Carnegie's insistence. However, the negotiations had no satisfactory result, much to the delight of Phipps, who, writing to Carnegie in Europe said: "I am gratified that we are not to go out of business. With Mr. Frick at the head, I have no fear as to receiving a good return upon our capital. Being interested in manufacturing keeps us within touch of the world and its affairs." In 1882, when Carnegie had acquired an interest in the coke business of Frick and Company, he first became familiar with the ability of Henry C. Frick. In 1889 he persuaded Mr. Frick to accept the chairmanship of Carnegie Brothers and Company, Ltd. Frick, by acquiring the interest of David A. Stewart, became the second largest stockholder in the company. He became director in Carnegie, Phipps and Company, and was also president of the H. C. Frick Coke Company. Fortune favored Carnegie when he failed to sell the company, for in the same year (1889), although the price of rails dropped to their lowest point, under Frick's management all previous Carnegie records for profits were exceeded, and they steadily increased from $3,540,000 in 1889, to $40,000,000 in 1900, the last year of the Carnegie Steel Company's separate existence. Shortly after assuming the chairmanship of Carnegie Brothers and Company Frick skillfully effected the absorption of a rival organization, the Duquesne Steel Works, without the outlay of a dollar, by a bond issue of a million dollars. It added to the Carnegie group the best steel works in the country, paying for itself within one year. In 1892 all the Carnegie interests, except coke, were consolidated as the Carnegie Steel Company, Ltd., and Frick was elected its chairman. Under this magician of steel its profits multiplied. He devoted his attention to perfecting economies of operation, and the changes he effected revolutionized the iron industry. He did not depend on an intense human drive, and immediately dissipated the animosities of the petty factions which had been created out of the former system of unfriendly rivalry for speed. Frick organized the many separate Carnegie establishments into a coherent unit of harmonized movement. He built the Union Railway, which connected the scattered works with every important railway in Western Pennsylvania. He obtained a one-half interest in the Oliver Mining Company, whose orefields provided an unfailing supply of high grade Bessemer ores; and for its economical transportation he built the Pittsburgh, Bessemer and Lake Erie Railroad and the Pittsburgh Steamship Company. This ore acquisition, which actually gave the Carnegie Steel Company supremacy in the iron industry, was opposed by Andrew Carnegie. When consulted

concerning it, he wrote from Scotland in August, 1892: "If there is any department of business which offers no inducement, it is ore." And two years later, in April, 1894, after Frick had made the arrangement and proven its efficacy, Carnegie wrote from Sussex, England: "The Oliver bargain I do not regard as very valuable. You will find that this ore venture, like all our other ventures in ore, will result in more trouble and less profit than almost any branch of our business. If any of our brilliant and talented young partners have more time, or attention, than is required for their present duties, they will find sources of much greater profit right at home. I hope you will make a note of this prophecy." His prophecy proved a source of much amusement to the other members, for this ore venture in 1896, through an arrangement with the Rockefellers, resulted in a visible saving of $27,000,000; and upon the organization of the United States Steel Corporation, Charles M. Schwab estimated the value of these ore holdings at upward of $500,000,000. By the acquisition of this ore, and by the building of railroads and steamships for its economical transportation, Frick had co-ordinated every branch of the vast Carnegie interests. They formed now a complete industrial unit of amazing efficiency; and the profits were increasing annually by millions. In 1899 Mr. Carnegie, who for several years had been living abroad, again sought to sell, valuing the company, including the H. C. Frick Coke Campany, at $250,000,000; and soon afterwards, March, 1899, ex-Judge W. H. Moore made overtures for the purchase of Carnegie's interests in the Carnegie-Frick properties. Carnegie stipulated that negotiations should be conducted through his principal partners, Phipps and Frick. They agreed, with the understanding that Moore and his friends should finance the entire scheme. Carnegie demanded a million dollars for a ninety days' option on his entire interests at a price of $157,950,000; and he afterward raised this bonus to $1,170,000. The increase was met by Phipps and Frick each contributing $85,000, Carnegie agreeing to return these sums to them later. Negotiations ended abruptly, however, because of the panic due to the death of Roswell P. Flower. Frick and Phipps went to Carnegie at Skibo Castle, Scotland, to get an extension of the option, but he refused. He was desirous of selling out, and keenly disappointed at the failure to complete the transaction. Besides, he was chagrined at the ridiculous aspects that arose out of the premature publicity of its consummation. The failure to sell also was one of a series of causes that brought on the sensational dispute between him and Frick. Many reasons contributed to Carnegie's anxiety to sell. Lack of practical knowledge of the business had shaken his faith in the future of the iron industry ten years before, when he attempted to sell to the English capitalists; and now, in his estimation, steel had passed its golden age. Besides, he was sixty-four years of age and living principally abroad. He was fascinated by the international attention he had achieved through association with the world's political and social leaders, and business affairs no longer appealed to him. In personal success, at least, he had conquered the business world, but he dreaded the possibility of reverses. Furthermore, his industrial prestige was being eclipsed by the achievements of the unostentatious Frick; and Mr. Carnegie had never tolerated any partner who threatened to overshadow him in prominence. Two American beauty roses on one stem did not accord with his esthetic tastes; so the ejecture process was revived to expel Frick from the company and seize his interests at millions below their value. This iron-clad (ejecture) agreement was a practice inaugurated in 1884 of rewarding exceptional services of employees by crediting them with an interest in the company; many received its favor. The book value of the interests thus assigned was credited against recipients; and the shares were held by the company as security until the indebtedness had been paid off. Usually the profits alone sufficed to liquidate the debt. In 1887 an automatic ejecture was added to it, so that no junior partner need be kept in the association any longer than his favor lasted. It was an excellent device, keeping the young "geniuses" in an humble frame of mind and spurring them to further effort, but it was never intended to apply to partners whose interests were paid up, such as Frick and Phipps. In 1892 Carnegie made a futile attempt to revise it and include all partners. At his palace near Windsor, England, he besought Phipps to sign this new document, but Phipps, not to be thus beguiled, refused, and Carnegie's was the only signature ever appended to it. Concerning this document Phipps wrote from London, 4 Oct., 1892: "Please inform the chairman, president, and board of managers that I refuse to sign the 'Iron-clad' or any paper of a similar character, and that I shall resist the buying of the company's stock as the proposed agreement contemplates ———. Besides the act would be illegal. For these and other good reasons, I beg that no action in the matter be taken." That was the status of the iron-clad in 1899 when Carnegie revived it to effect Frick's ejecture. After an extraordinary ritual in an attempt to make the iron-clad applicable to the Frick case, Carnegie designated Charles M. Schwab, one of the junior partners, to obtain signatures to it; and dominated by Carnegie's overruling influence, all of the junior partners signed it except two, F. T. F. Lovejoy and H. M. Curry. Henry Phipps, the other senior partner, whose interests were on a par with Frick's, not only refused to sign the demand, but joined the latter in a protest against the action of the board. He wrote: "I dissent from some of the statements of alleged facts therein contained, and I, certainly, do not agree, but object to and deny, that the said actions of the Board of Managers on 8 Jan., 1900, and, indeed, any action of the Board of Managers, could or did reinstate the so-called agreement of 1887." Notwithstanding the apparent hollowness of the whole proceeding, Carnegie directed Schwab, as Frick's attorney in the pretended transfer of the latter's interest to the company, which amounted to its seizure at $11,000,000 less than its value, and to be paid in installments of such long duration, as would enable its being paid out of the profits earned by Frick's interest. Frick sought protection in the courts, which resulted,

five days later, in his receiving an interest which later yielded him $23,000,000 more than Carnegie tried to force him to sell for. This was followed, in 1900, by a reorganization of the Carnegie interests, including the H. C. Frick Coke Company, into the Carnegie Company, incorporated under the laws of New Jersey, with a capital of $160,000,000. In this company both Mr. Carnegie and Mr. Frick were omitted from the directorate. The Frick fiasco now made Mr. Carnegie desperately anxious to sell out, and his methods of accomplishing it stand as a monument to his resourcefulness. About a year before Frick resigned as head of the Carnegie Steel Company, he appointed a committee to report on a project for building a tube works at Conneaut, the Lake Erie terminus of the Bessemer Railroad. There being little freight from Pittsburgh to the Lake port, the ore trains returned for the most part empty; and to utilize this profitless haul, various plans had been discussed by Frick and his colleagues for the building of blast-furnaces and other works at Conneaut that would call for Pittsburgh coal and coke. The minutes of the meeting of the Board of Managers of 16 Jan., 1899, show that Mr. Clemson, whom Frick had authorized to investigate the matter, also was in favor of starting the tube works. But further action was deferred because of the contemplated sale of the Carnegie Steel Company to the Moore syndicate. The Conneaut terminal was intended as a simple business plan and grew out of the need for filling the empty ore-cars on their return to Conneaut. There was no intention during Frick's régime of holding the tube project as a threat over anybody. But now it occurred to Mr. Carnegie that this might be revived and utilized to force the purchase of at least his own holdings, and perhaps of the whole Carnegie concern. So the plan was perfected and given to the newspapers by the Carnegie press agent and by Carnegie interviews. This project, in addition to becoming a rival of the powerful National Tube Works, threatened to enter into competition with the Pennsylvania Railroad. The consternation thus produced was well described in a magazine of that period: "Either project as a threat would have been alarming. The two together as imminent and assured accomplishments produced a panic. And a panic among millionaires, while hard to produce is, when once under way, just as much of a panic as is a panic among geese. . . . At last they ran to their master, Morgan, and he negotiated with Carnegie." An effective feature of the propaganda, arranged by the credit manager of the Carnegie Company, was a dinner given in New York by bankers at which Schwab described with enthusiasm the future of the steel industry. Concerning this, Prof. Henry Loomis Nelson says: "Views so large, so wise and so interesting that Mr. Morgan was strongly impressed by the speech and the speaker. Then there began a series of interviews which eventually led to the founding of the United States Steel Corporation, to the realization of Mr. Carnegie's desire to retire from control of the business." It was the most masterly piece of diplomacy in the history of American industry, and formed a fitting climax to Andrew Carnegie's romantic business career. Carnegie has claimed to have been the first to introduce into this country the manufacture of iron bridges and the Bessemer process of making steel. But statistics prove these claims unwarranted. In a biography of himself he wrote: "There were so many delays on railroads in those days from burned or broken bridges that I felt the day of wooden bridges must end soon, just as the day of wood-burning locomotives was ended. Cast iron bridges, I thought, ought to replace them, so I organized a company, principally from railroad men I knew, to make these iron bridges, and we called it the Keystone Bridge Company." The facts are, according to "The Inside History of the Carnegie Steel Company," that the formation of the Keystone Bridge Company was merely the incorporation of the firm of Piper and Shiffler, which had been building iron bridges since 1857—eight years before Mr. Carnegie became associated with it. Concerning his introduction of the Bessemer process into this country, he writes: "On my return from England [he is speaking of the year 1868] I built at Pittsburgh a plant for the Bessemer process of steel-making, which had not until then been operated in this country, and started in to make steel rails for American railroads." The facts are that the construction of the first Carnegie Bessemer steel plant, which was the eleventh in America to adopt the process, was not commenced until April, 1873, and was not in operation until the end of August, 1875. All encyclopedic data on the subject is to the effect that the first Bessemer steel produced in America was made at Wyandotte, Mich., in 1864, and that the first Bessemer steel rails made in America were rolled at the North Chicago Rolling Mill in presence of the American Iron and Steel Institute in May, 1865, from ingots made at Wyandotte. In September, 1875, the "American Manufacturer," commenting on the completion of the Edgar Thomson works, remarked: "We [in Pittsburgh] have been slow to take advantage of the Bessemer process. This dilatoriness is all the more remarkable as there has not been the least doubt as to its success and value practically and commercially." It is a fact that Mr. Carnegie is not credited with having invented or contributed any innovation to any practical branch during his long connection with the iron industry. On the contrary, he is on record as having strongly opposed vital improvements, such as building the Universal Slabbing Mill at Homestead, Coleman's Bessemer project in 1871, and Frick's acquisition of the Oliver ore-fields. For the sake of accuracy, reference might also be made to another error in fact which has appeared in several biographical articles on Mr. Carnegie, and exhibits a tendency toward inaccuracy. In the same biography in which he claims to have been the first to introduce the Bessemer process in America, he says: "My father, who had been naturalized as an American citizen in 1853, had died soon afterwards. . . . At the age of sixteen I was the family mainstay." But "The Inside History of the Carnegie Steel Company," whose exhaustive reference to original documents has established the date of every salient event, says: "The facts, as shown by the Allegheny County rec-

ords on file in the Pittsburgh court house, are as follows: On 14 Sept., 1855, the father of Andrew Carnegie made a will. . . . Andrew was then within ten weeks of being twenty years of age." Nevertheless, in the important rôle he did assume, that of creating outlets for the company's products, he displayed extraordinary ability. "The part at first selected by Andrew Carnegie for himself," says "The Inside History of the Carnegie Steel Company," "was the procurement of orders. Here he displayed an originality so marked that it amounted to genius. Endowed with a ready wit, an excellent memory for telling stories, and a natural gift for reciting them, he became a social favorite in New York and Washington, and never missed a chance to make a useful acquaintance. His mental alertness, ready speech, and enthusiastic temperament made him a delightful addition to a dinner party; and many an unconscious hostess, opening her doors to the little Scotchman, has also paved the way to a sale of railroad material. Carnegie early found that his power to promote sales grew in proportion to his own importance. His natural love of prominence was thus fortified by its commercial value. Never was a band wagon driven with such skill. The box of Carnegie's chariot became the 'seats of the mighty.' And so a politico-social campaign went on hand in hand with the rail, bridge, armor-plate, and structural-steel business, through seasons of opera, concerts, lecturings, and book-publishings, until the name of Carnegie was written in bright letters across the sky of two hemispheres, and people forgot that there were any other steel works in the world. Meanwhile in Pittsburgh the partners worked steadily on, building dollar by dollar the great golden pyramid by which their majority stockholder was to be immortalized." "Carnegie owes a great deal to his habit of traveling," said George Lauder, his cousin. "While other men were wallowing in details, he was able to take a wider view." Supplied with daily reports of the product of every department of each of the works, Carnegie had leisure to make comparisons, and to prod with a sharp note any partner or superintendent whose work did not rank with the best. In time he became very expert at these postal proddings; and with a few words scribbled on the back of his address card, he could spur the best of his managers to more furious effort. "Carnegie did not roost in the tree," wrote David Graham Phillips; "he would sit afar off, on the rail-fence, apparently watching the waterers and spaders and caterpillar-killers, all desperately at work, with the sweat streaming. Presently he would descend from his rail-perch, catch up a great club and lay frantically about him. Bruised skulls here; broken skulls there; corpses yonder; fellows with raw heads and aching bones, crawling rapidly into the cover of the tall grass; imprecations filling the air. A scene of peaceful industry transformed into a shambles. Grinning at his club, Carnegie would stroll back to his rail-perch, usually Skibo." In 1885 he began a series of lectures and essays on the natural rights of labor, and a year later he published "Triumphant Democracy," a vehicle for his advanced views on the political and social equality of all men. It was a glorification of the toiler, among whom it was widely distributed. In the same year he also published, in the "Forum," an essay on the relations of capital and labor. It was lofty in spirit and purpose and contained his famous aphorism: "There is an unwritten law among workmen: 'Thou shalt not take thy neighbor's job.'" However, Carnegie in theory and Carnegie in practice were brought into sharp contrast shortly afterward by the Edgar Thomson strike of 1887, caused by his intention to resume the twelve-hour day. Captain Jones, superintendent of the mill, had previously effected a reduction from twelve hours, and said that "I soon discovered it was entirely out of the question to expect human flesh and blood to labor incessantly for twelve hours." Nevertheless, Mr. Carnegie desired its resumption. The workmen refused to accede to the demand, and a strike resulted. "The Inside History of the Carnegie Steel Company" says: "But before it had gone far a committee of the strikers went to see Mr. Carnegie at the Windsor Hotel, New York. There he reasoned with them, and talked them into a conciliatory frame of mind; and they agreed to sign the contract he put before them. The affair seemed to have reached a happy conclusion; and the labor leaders left for Pittsburgh in the best of spirits. As Mr. Carnegie bade them good-by, he pressed into the hands of each a copy of his 'Forum' essay. This the men read on the train; and on their arrival at Braddock they promptly repudiated the agreement they had signed and continued the strike." Under the protection of Pinkerton guards, the works were put in operation by non-union men. The usual disorders took place, resulting in loss of life; and after a five-months' struggle the company won the contest in May, 1888. During the strike Mr. Carnegie was in retirement in Atlantic City, where he was kept informed of its developments by his cousin, George Lauder. Nor did time effect any favorable change in his attitude toward labor. His humanitarian precepts became thorns under the perversion of the labor agitators; in fact, to these are directly attributed the Homestead strike. Although in this strike the men presented less grievance than in any of the others, it proved to be the most sensational of all the many Carnegie labor troubles. And it was aggravated by the belief of the workmen that Mr. Carnegie, who was in Europe, would settle matters to their satisfaction if he were apprised of their desires. But the strike was being conducted in accordance with plans made by him before his departure. On 4 April, 1892, three months before the strike began, in a notice intended for the workmen he stated: "These works, therefore, will be necessarily Non-Union after the expiration [1 July, 1892] of the present agreement." This refers to an agreement entered into at the same works three years before, which, through the installation of improved machinery, was enabling many of the workmen to earn upwards of $15.00 a day. It also compelled the company to submit to the interference of labor leaders in the operation of nearly every department. Thus affairs had smoldered for nearly three years, greatly to the chagrin of Mr. Carnegie, who now fanned the conflagration, and prudently retired to Scotland. From there, on 10 June, 1892, he wrote to Frick: "Of course, you will be asked

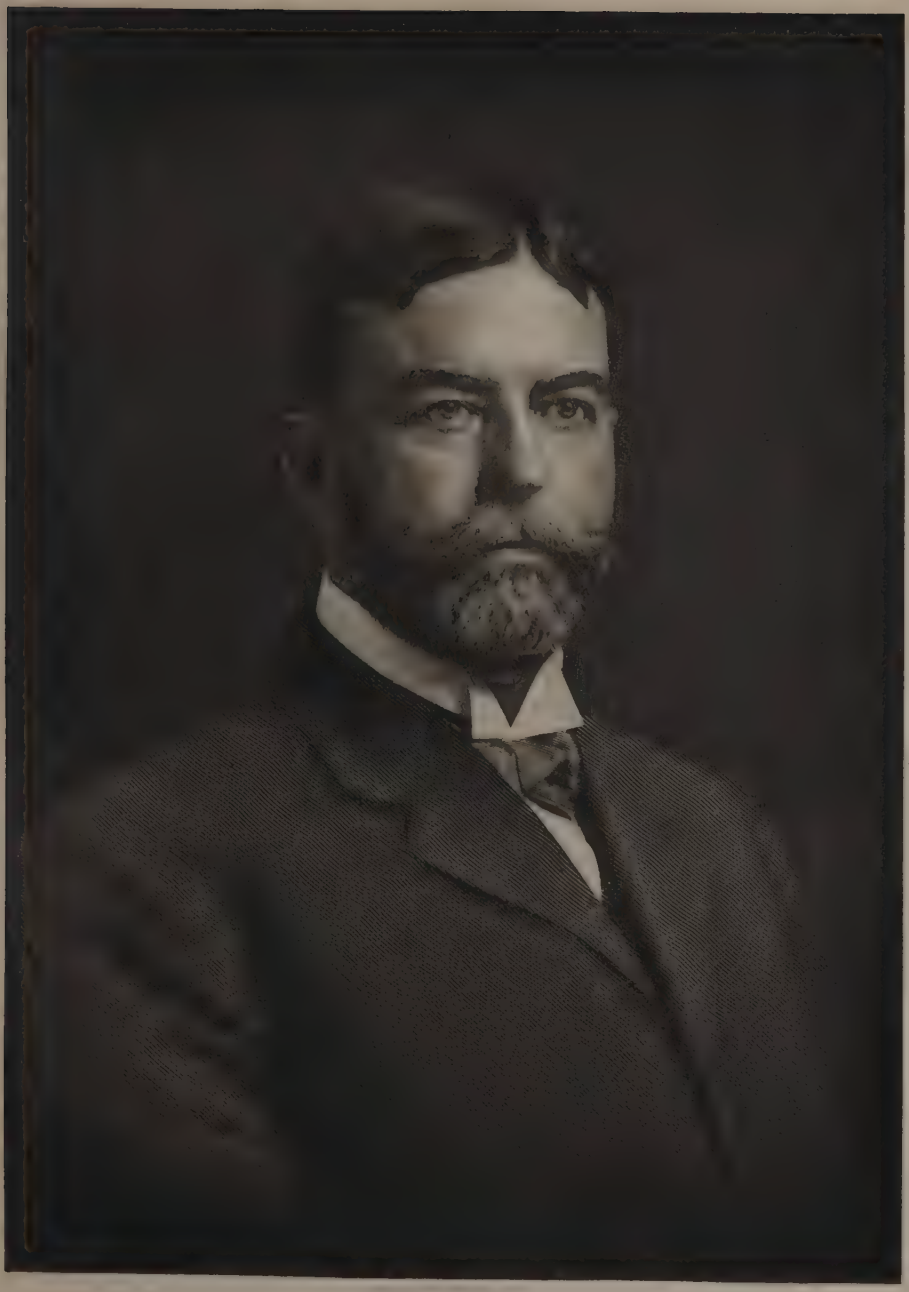
to confer, and I know you will decline all conferences. You will win and win easier than you suppose, owing to the present condition of markets." On 17 June, 1892, he emphasized his uncompromising attitude by writing: "Perhaps if Homestead men understand that non-acceptance means non-union forever, they will accept." He also cabled Whitelaw Reid, who was trying to bring about a settlement of the strike, that no compromise would be considered by him, and that he would rather see grass growing over the Homestead works than advise Mr. Frick to yield to the strikers. "The Romance of Steel" says: "The workmen had a conviction, almost a religious belief, that no outsiders had a right to come in and take their places during a strike. Andrew Carnegie himself had said, a few years before: 'There is an unwritten law among the best workmen, "Thou shalt not take thy neighbor's job."'" Mr. Carnegie, however, had selected the secluded residence at Rannoch Lodge, in Scotland, for the purpose of eluding the appeals which it was apparent his speeches and writings would call forth; and his silence during the conflict at Homestead was in accordance with plans made by him long before. An Associated Press representative located Mr. Carnegie in Scotland and after much difficulty succeeded in getting a short statement from him. He said: "Well, I authorize you to make the following statement: I have not attended to business for the past three years, but I have implicit confidence in those who are managing the mills. Further than that I have nothing to say." This aroused a storm of criticism both at home and abroad. The St. Louis "Post-Dispatch" said: "One would naturally suppose that if he had a grain of manhood, not to say courage, in his composition, he would at least have been willing to face the consequences of his inconsistency. But what does Carnegie do? Runs off to Scotland out of harm's way to await the issue of the battle he was too pusillanimous to share." The London "Financial Observer," of 16 July, 1892, said: "Here we have this Scotch-Yankee plutocrat meandering through Scotland in a four-in-hand, opening public libraries, and receiving the freedom of cities, while the wretched Belgian and Italian workmen who sweat themselves in order to supply him with the ways and means for his self-glorification are starving in Pittsburgh." In America, on the same date, Carnegie was burnt in effigy at Little Rock, Ark. How eagerly the labor leaders had seized upon Carnegie's terse commandment to effect their purpose became evident in the testimony of General Master Workman T. V. Powderly at the Congressional investigation of the strike: "Does your organization countenance the prevention of non-union men taking the place of striking or locked-out men?" he was asked. To which he replied: "We agree with Andrew Carnegie, 'Thou shalt not take thy neighbor's job.'" Public sentiment became so enraged at the Homestead strike that it became a national political issue and brought defeat to the Republicans in the presidential campaign of November, 1892. One of the disappointed leaders, General Grosvenor, of Ohio, stigmatized Mr. Carnegie as "the arch-sneak of the age." Vainglory and abnormal astuteness furnish the key to Mr. Carnegie's conflicting, enigmatical personality. He took unscrupulously from his partners, and gave lavishly of public bequests; he glorified his workmen, yet drove them inhumanly; he said: "I would as soon leave to my son a curse as the almighty dollar," while his only child is a daughter, born in 1897. He possessed an inordinate craving for public attention, and his departure or entrance into the country was always chronicled by an interview. Unfortunately the one that attracted the most attention contained praise of the Kaiser, just after the outbreak of the European War. He was roundly criticized for this, and in Scotland, of which country he had been regarded as "Patron Saint," his statue was splattered with mud and filth. In the early eighties, to remedy the defects due to his neglected early training, Carnegie devoted considerable time to study under the guidance of tutors, and soon became a prolific writer, largely in the form of magazine articles. But he has also produced, with the aid of literary assistants, a number of works in more permanent form: "An American Four-in-Hand in Britain" (1883); "Round the World" (1884); "Triumphant Democracy" (1886); "The Gospel of Wealth" (1900); "The Empire of Business" (1902); "Life of James Watt" (1905); and "Problems of To-day" (1908). Mr. Carnegie's stupendous charities include, besides $60,000,000 for 2,500 libraries, the endowment of various institutions for the advancement of learning. These institutions are supported by the interest from the endowments, which include $125,000,000 for the Carnegie Corporation of New York; $22,000,000 for the Carnegie Institution of Washington; $16,000,000 for the Carnegie Foundation for the Advancement of Teaching; $13,000,000 for the Carnegie Institute at Pittsburgh; $10,000,000 for the Carnegie Institute of Technology; $5,000,000 for the Carnegie Hero Fund; $10,000,000 for the Carnegie Endowment for International Peace; $6,000,000 for church organs; $4,000,000 for steel workers' pensions; $2,000,000 for the Church Peace Union; and $1,500,000 for The Hague peace palace. He married, in 1887, Louise Whitfield, of New York City. They are the parents of one child, Margaret (b. in 1897).

KAHN, Otto Hermann, banker and art patron, b. in Mannheim, Germany, 21 Feb., 1867, son of Bernhard and Emma (Eberstadt) Kahn. From his father, a prosperous banker of Mannheim, Otto inherited a love of art in its various developments which caused him to become internationally distinguished as an earnest advocate and liberal supporter, not only of what was excellent in music, painting, sculpture, and literature, but of all that promised to become so. He always has been broad, democratic, and catholic in his artistic judgment, a judgment that has seldom been questioned, and never successfully controverted. He grew up in an atmosphere of art, for his father's home in Mannheim was a rendezvous for a wide circle of artists, musicians, singers, sculptors, and writers. His own ambition was to be a musician, and he learned to play several instruments before he was graduated at the high school. But he was one of eight children and his father had set plans for the career of each one. In his own case he was

destined to be a banker and perhaps, to his disgust, certainly to his disappointment, instead of being permitted to make the study of music his life work, after passing through college, at the age of seventeen, he was placed in a bank at Karlsruhe, near Mannheim, to learn finance from the very fountain. His principal duties for some time were those of junior clerk. Speaking of the months when he filled this hard-working and undignified position, Otto Kahn is quoted as having said: "It was a useful salutary training, for it taught discipline and order. One must learn to obey before he is fit to command. It instilled a proper sense of one's place, and emphasized that the most humble duties must be performed conscientiously and without any loss of self-respect. I suppose I must have wiped the inkwells fairly satisfactorily, for it was not long before I was promoted and had another novice to clean my inkwell and fetch my lunch." For three years Otto Kahn remained in the bank at Karlsruhe, advancing until he was thoroughly grounded in the intricacies of finance, and could properly be called a good banker at that time. Then the call of the army came and he entered the Kaiser's Hussars to give the required years of service. As a soldier he was as thorough as in everything else, and the effect of his military training has always remained with him in his upright carriage and easy grace of movement. On leaving the army he went to the important London agency of the Deutsche Bank, where he remained five years. Here he displayed such unusual talents that he became second in command when he had been there but a comparatively short time. The English mode of life, both political and social, appealed to him so forcefully that, when he had become thoroughly familiar with its traditions, its freedom and broadness of outlook on the world he decided to renounce his German citizenship and became naturalized as an Englishman. As he has expressed it, very happily, he became an "Englishman from conviction." Notwithstanding that he was an aristocrat by birth, education, and associations, he was thoroughly democratic at heart and his aversion to everything that savored of coercion and abridgment of freedom was deep and sincere. When he went to London first he had no intention of becoming a British subject. His course was prompted solely by his admiration for the institutions of the country as they appealed to him, and in that, as in every important act of his life, he never lacked for an instant the courage of his convictions. It was in 1893 that the marked talents of Mr. Kahn attracted the notice of the heads of the great London banking firm of Speyer and Company, and they offered him an important position in their New York house. He accepted, but intended to remain only temporarily in America. Before he had been long in New York, however, he changed his mind. He decided that both the people and climate of the United States were congenial to his temperament, and soon he became so completely absorbed in the business and social activities of New York that he had no wish for any others. On the first of January, 1897, he became a member of the banking firm of Kuhn, Loeb and Company. He did much to enhance the already great prestige and influence of that famous institution of high finance. Almost immediately he was thrown into contact with the railroad builder, E. H. Harriman. These two, gifted with the clear, quick thought that is always the precursor of brilliant deeds, took to each other immediately. In spite of sharply defined differences in temperament and method, they became as brothers. In opposition to Harriman's gruff, domineering, aggressive manner in business, was Mr. Kahn's calm, good-humored, almost gentle deportment. True, the velvet glove he extended so smilingly covered a fist of steel, but the fist did not smite unless real occasion arose. Then the blow came hard, swift, and sudden, and always was effective. The traveled, cultured banker and diplomat had early learned the value of cultivating the good will of others, thus enlisting their co-operation, rather than arousing a spirit of combativeness in them by a challenging truculence. That was the difference in the methods of these two exceptionally able men. Otto Kahn at this time was only thirty years of age, but he took an almost equal part with Harriman in the gigantic task of reorganizing the Union Pacific Railroad, a work which in its early stages had been handled by that master of finance and railroad management, Jacob H. Schiff, the head of the firm of Kuhn, Loeb and Company. Otto Kahn proved his ability to analyze mathematically and scientifically the innumerable problems that were constantly presented in this enormously responsible undertaking. It was not only his important part in perfecting the Northern Pacific system that caused Mr. Kahn soon to be acknowledged as the ablest reorganizer of railroads in the United States. His unerring judgment has been applied to the Baltimore and Ohio; Missouri Pacific; Wabash; Chicago and Eastern Illinois; the Texas and Pacific; and other great systems. He saved the Missouri Pacific almost from total ruin by a singularly bold stroke, which wrested the control of the road from a management that had proved itself inadequate, although fighting to hold its power to the very end. More than once the prompt and vigorous action of Otto Kahn averted an imminent financial panic. A notable instance was his rescuing from collapse the famous Pearson-Farquhar syndicate when it found itself in deep water in a daring attempt to combine several existing lines of railroad into a great transcontinental system that would excel any other in existence. When the American International Corporation, with its $50,000,000 capital and its vast protentialities for making eminent America's position in the world of trade and finance, was in process of formation, it was Otto H. Kahn who took an active part in the negotiations, and brought them to a successful issue. In fact, the president of the corporation, Charles A. Stone, confessed to an interviewer: "I don't know what we should have done without the counsel and practical assistance of Mr. Kahn. He is a wonder, his understanding of international affairs is amazing." Another great work in which Mr. Kahn showed his transcendent ability was in conducting the intricate, delicate negotiations which led to the opening of the doors of the Paris Bourse to American securities and the listing there of $50,000,000 Pennsylvania bonds, in 1906, the first official

listing of American securities in Paris. Also he had a large share later in the negotiations which resulted in the issue by Kuhn, Loeb and Company of $50,000,000 of City of Paris bonds and $60,000,000 Bordeaux-Lyons and Marseilles bonds. As an art connoisseur, Otto H. Kahn is probably better known to the world at large than he is as a banker. He reorganized the Metropolitan Opera in New York as he would have reorganized a railroad. Regardless of expense to himself personally, he introduced many valuable reforms both artistically and managerially, ended costly and useless excrescences, raised the tone of artistic aspiration, and in general put new life into the institution. He is chairman of the Metropolitan Opera Company and he gives a great deal of valuable time to its affairs inspired only by his genuine love of music, coupled with the determination that what is offered by the organization shall be of the finest quality it is possible to acquire, no matter at what expense or labor. To Mr. Kahn music, beautiful paintings, vitalized statuary, and real literature are the essentials of a full life, and he would as soon try to live without food as to deprive himself of an interest in the beautiful and the true as exemplified in art in all its aspects. Nor has he ever been selfish in his enjoyment of art. His sentiments in this regard he once put into words which are well worth quoting, "Mæcenases are needed," he said, "for the dramatic stage, the operatic stage, the concert stage; for conservatories and art academies; for the encouragement and support of American writers, painters, sculptors, decorators, in fact for all those things which in Europe are done by princes, governments, and communities . . . to strive toward fostering the art life of the country, toward counteracting harsh militarism, toward relieving the monotony and strain of the people's every-day life by helping to awaken or foster in them the love and the understanding of that which is beautiful and inspiring, and aversion and contempt for that which is vulgar, cheap, and degrading, that is a humanitarian effort eminently worth making." In all his activities aside from those of his banking house, Mr. Kahn has been inspired not by a wish to cater to the whims of people of his own social standing, but by a sincere desire to furnish for the masses the mental and spiritual nourishment afforded by genuine art and beauty and culture. In addition to holding the chairmanship of the Metropolitan Opera Company, he was chairman of the Century Opera Company, founded to give opera at popular prices, treasurer of the New Theater, vice-president and principal founder of the Chicago Grand Opera Company, director of the Boston Opera Company, and honorary director of the Royal Opera Company, Covent Garden, London. Among other institutions in which he takes a helpful interest are the Boys' Club, New York City, which was founded by E. H. Harriman, and the Neurological Institute, also in New York, and which Mr. Kahn helped to establish. Besides his membership in the banking firm of Kuhn, Loeb and Company, he is a director of the following: Equitable Trust Company, Union Pacific Railroad Company, Southern Pacific Company, Oregon Short Line Railroad Company, Oregon-Washington Railroad and Navigation Company, and Morristown Trust Company. Mr. Kahn drives a four-in-hand, and likes riding, automobiling, golfing, and sailing, and has a proper respect for the great American game of baseball. Also he understands cricket. He plays both violin and cello with the skill and taste of a virtuoso, and is an omnivorous reader. One of his inviolable rules is to read for one hour every night before retiring no matter how late it may be. Although an Englishman by adoption and with a clear road to membership in the British parliament, had he chosen to accept it, after more than twenty years of residence in the United States, in which, as he expressed it, "my roots have gone too deeply into American soil ever to be transplanted," he took the necessary steps to become legally an American, thus consummating in due form what he long had been actually—a loyal representative citizen of the country which he had cause to look upon as his very own. One of Mr. Kahn's projects for the advancement of art, and which has met with universal approval, is to establish in America a counterpart of the Luxembourg gallery of Paris, a place where the work of contemporary American artists can be exhibited free to the people, where the artist can go for recognition, and where the people will gain a better understanding of art. It is characteristic of Mr. Kahn that he is ever ready to aid genuine talent, especially in the young, and that he takes time to seek opportunities to do real service in the cause of art and culture in America. In 1896 he married Sadie, daughter of Abraham Wolff, one of the founders of the banking house of Kuhn, Loeb and Company, and they have two sons and two daughters.

LOREE, Leonor Fresnel, railroad president, b. in Fulton City, Ill., 23 April, 1858, son of William Mulford and Sarah Bigelow (Marsh) Loree. He attended Rutgers College, New Brunswick, N. J., where he specialized in mathematics and science, and, after his graduation in 1877, entered the service of the Pennsylvania Railroad. Natural predilection and education contributed to give him an excellent equipment for the work which he was called upon to perform, which consisted at first of surveying; and in two years he had acquired a thorough practical knowledge of railroad engineering. The following two years he spent as a transitman in the engineering corps of the United States army, and the succeeding period (1881-83) as leveler, transitman, and topographer of the Mexican National Railway. In that capacity he made the preliminary surveys for the line between the Rio Grande and Saltillo, Mexico. Upon his return to the United States, Mr. Loree again entered the service of the Pennsylvania Railroad. His experience had by this time qualified him for responsible positions. After a brief service as assistant engineer of the Chicago division, he was made engineer of maintenance of way of the Indianapolis and Vincennes division and later of the Chicago division, remaining until 1888; then for another year he held a similar office on the Cleveland and Pittsburgh division of which he was the superintendent until 1896. During this incumbency, he devised and applied the arrangement of lap-passing tracks with numbered switches, and worked out a



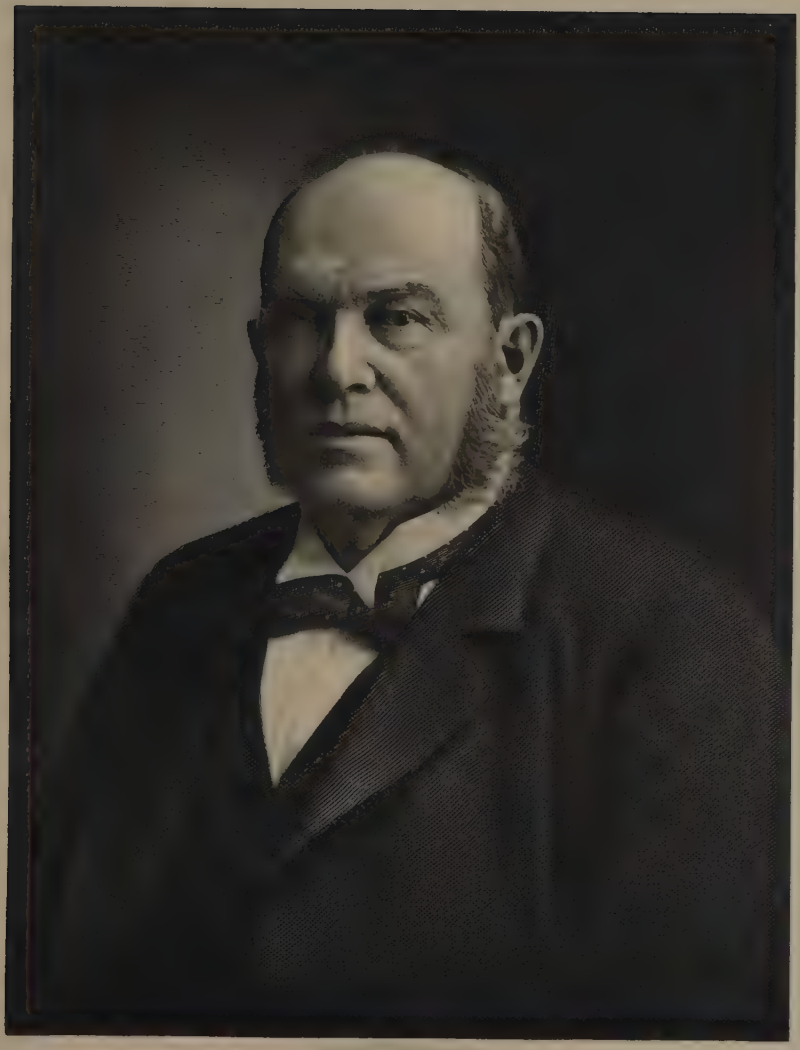
W. L. Hoyt

system of train-dispatching that greatly facilitated single-track operation. In January, 1896, Mr. Loree succeeded to the important post of general manager of the Pennsylvania Lines west of Pittsburgh. With this vast system under his control he found an adequate scope for the application of his principles of construction and operation. Straightening of tracks, elimination of grades, enlargement and adaptation of yards and terminals, and the general construction carried out on an extensive scale—these were elements in a general improvement that aroused nation-wide attention. On the operating side other sweeping reforms were carried out; established methods of operation were analyzed and revised; employees were more carefully selected and more thoroughly trained; the modern freight car with greatly increased capacity, and the modern locomotive with greater tractive power were adopted. Thus only was the road enabled to cope properly with the sudden increase of traffic incident to the great business revival in 1898. It is also worthy of notice that Mr. Loree, as general manager, established the first organized railroad police force in the United States, and so, with the aid of Josiah Flynt Willard, the well-known criminologist, eliminated the tramps and yeggmen on the Pennsylvania Railroad. Mr. Loree was elected fourth vice-president of the Pennsylvania Lines west of Pittsburgh on 1 Jan., 1901, but soon resigned that position to accept the presidency of the Baltimore and Ohio Railroad Company, to which he was elected in the same year. In this office he remained until his resignation in 1904. In the course of his administration, Mr. Loree was given splendid opportunities for the display of his talents, and his four years' administration of this road was replete with marked reforms and improvements. His thorough remodeling of it showed in the highest degree his constructive genius. He revolutionized the road's affairs by completely overhauling the entire operating organization. The new system of disbursement accounting which he established was quickly adopted by the Pennsylvania and other lines, and became the basis for the present system of the Interstate Commerce Commission. He caused the construction of the first articulated locomotive, and, in connection therewith, introduced the Welschaert valve gear. The upper quadrant system of semaphore signaling, one of his inventions, is now the standard of all American roads. Mr. Loree also projected and built the great piers of the Baltimore and Ohio road at Canton on Chesapeake Bay, and was instrumental in bringing about the thirty-five-foot channel improvement of the harbor and consequent expansion of commerce of the city of Baltimore. On resigning the presidency of the Baltimore and Ohio, in 1904, he was elected to the presidency of the Rock Island; at the same time serving as chairman of the executive committee of the Chicago, Rock Island and Pacific Railway Company, and of the St. Louis and San Francisco Railroad Company. These offices he resigned in October, 1904. In June, 1906, he was made chairman of the executive committee of the Kansas City Southern Railway Company, and in April, 1907, was elected president of the Delaware and Hudson Company, which offices he still (1916) occupies, as well as the presidency and directorship of thirty-four companies controlled by or affiliated with it. Both the Kansas City Southern and Delaware and Hudson he rehabilitated in a manner which demonstrated anew his extraordinary executive skill. He is also a director of the Baltimore and Ohio Railroad Company, the Erie Railroad Company, the National Railroad Company of Mexico, the Seaboard Air Line Railway Company, the New York, Ontario and Western Railway Company, the Southern Pacific Company, and the Wells-Fargo Express Company. In 1899 Mr. Loree was elected president of the American Railway Association, was re-elected in 1900 and declined re-election in 1901. He represented the association at the International Railway Congress in Paris in 1900, and secured the selection of Washington as the place of the next meeting (1905). In April, 1913, Mr. Loree was elected chairman of the Eastern group of the Presidents' Conference Committee on Federal Valuation of the Railroads in the United States. He is also a member of the Railway Executives' Advisory Committee on Federal Relations. At the Chicago Exposition in 1893 he was judge of transportation. At the outbreak of the European War, in 1914, great anxiety was felt in the United States regarding the amount of American securities held abroad and the effect on the financial situation here should these securities be offered for sale. Attempts were made by bankers and by the United States government to ascertain the facts in this respect, but without success, and finally Mr. Loree was requested to investigate the situation. The results of the inquiry were placed at the disposal of the Federal Reserve Bank. The data assembled in this investigation was considered of great public importance and was given wide publicity. What Mr. Loree has contributed to the profession of railroading cannot easily be gauged, but a comprehensive survey of the enduring work which he did and the ease with which he maintained his early gained position of superiority, show great ability and tireless industry. He has given unselfishly and in a fine professional spirit all that his profound study and vast experience have taught him, and that his keen and progressive mind has developed. His counsel on economic conditions is highly valued, and to his extraordinary knowledge of that subject is attributed his convincing public arguments on behalf of the railroads. Aside from his railroad connections, Mr. Loree is a trustee of the Equitable Trust Company, New York; and a trustee of the American Surety Company of New York. He is a director of the National Employment Exchange; the Boston, Cape Cod, and New York Canal Company, and the Mechanics and Metals National Bank of New York. He is a member of the Metropolitan, Century, Brook, Manhattan, New York Athletic, India House, Mid-day, and Bankers' Clubs of New York; the Oakland Golf Club of Bayside, L. I., the Baltusrol Golf Club of Short Hills, N. J.; the Maidstone Club of East Hampton, L. I.; the Essex County Country Club of Orange, N. J., and the Automobile Club of America. He married 29 Jan., 1885, Jessie, daughter of Jesse Taber, of Logansport, Ind. They have

two sons, James Taber, Robert Fresnel, and one daughter, Louise Claire Loree.

ARMOUR, Philip Danforth, merchant, b. in Stockbridge, N. Y., 16 May, 1832; d. in Chicago, Ill., 6 Jan., 1901. His ancestors for generations were noted for strength of character and shrewd common sense, the maternal side being of Puritan stock. His father, Danforth Armour, and his mother (Julianna Brooks) left Union, Conn., September, 1820, and settled at Stockbridge, Madison County, N. Y., where Philip D. Armour was born. There were five brothers and three sisters. Farming was their occupation, and habitual frugality and industry were their fundamental principles. His schooldays were the best the local red schoolhouse could afford, but Philip was fortunate enough to attend the neighboring village seminary at Cazenovia, becoming a natural leader of his schoolmates there. During the winter of 1851 and 1852, the excitement attending the gold discovery in California having spread over the country, a party was organized to make the overland trip to California and Philip was invited to join, being influenced to accept by a growing desire to get out into the world. The party left Oneida, N. Y., in the spring of 1852, and reached California six months later. In making the trip they were not exempt from the trials and dangers attending similar journeys. Armour was too resolute and had too fixed a purpose to yield to the temptations of an adventurous life, and the vicissitudes of this early experience broadened his views and strengthened his character. With natural and trained prudence he saved the returns from his mining and trading ventures, returning East in 1856 with a sum considered ample in those days for embarking in commerce. After a long visit to his parents and family in Stockbridge, N. Y., he returned West again, settling in the grain commission business in Milwaukee in March, 1859. His first partner was Frederick B. Miles. They were successful, but dissolved in 1863. During the same year, 1863, a co-partnership was formed by John Plankinton and Philip D. Armour, which continued many years and was singularly successful. Mr. Plankinton had been for some years previously engaged in the pork and beef-packing business with Frederick Layton. Mr. Plankinton was Mr. Armour's senior and had been a resident of Milwaukee for a much longer period. He had established a most thriving business which had been conducted with great judgment. He stood high as a merchant and commanded the respect of all as a public-spirited citizen. This was Mr. Armour's opportunity. How well he handled himself and the affairs that fell to him the history of the commercial world is our witness. To the business of Mr. Plankinton he brought that unremitting labor and concentration of thought that were so peculiarly his own. The fluctuations in the prices of provisions at the close of the war left the firm with a fortune. This, with the development of the country, gave them an opportunity of extending their growing business. At Chicago, in 1862, Mr. Armour's brother, Herman O. Armour, had established himself in the grain commission business, but was induced by Philip to surrender this to a younger brother, Joseph F. Armour, in 1865, and take charge of a new firm in New York, then organized under the name of Armour, Plankinton and Company. The organization of the New York house was most timely and successful. The financial condition of the West at that period did not permit of the large lines of credit necessary for the conduct of a business assuming such magnitude, and it was, therefore, as events proved, most fortunate that the duties devolving on the head of this house should fall to one so well qualified to handle them. He was not only equal to the emergency, but was soon favorably known as a man of great financial ability, and he became the Eastern financial agent of all the Western houses. The firm name of H. O. Armour and Company was continued at Chicago until 1870. They continued to handle grain and commenced packing hogs in 1868. This part of the business, however, was conducted under the firm name of Armour and Company, which, in 1870, assumed all their Chicago operations. The business of all these houses under their efficient management grew to dimensions that were the marvel of the trade. Their brands became as well known in all the markets of the world as at home. In all these developments Philip D. Armour was the leading and dominant spirit. It became evident in 1871 that the live stock producing power of the country was migrating westward, and in order to keep abreast of it they established at Kansas City the firm known as Plankinton and Armour. This packing-plant was under the immediate supervision of Simeon B. Armour, an elder brother. The total output of the Chicago, Milwaukee, and Kansas City houses under their vigorous leadership was truly enormous. The failing health of Joseph at Chicago necessitated assistance, and consequently Philip moved to Chicago in 1875, where he resided until his death in January, 1901. Joseph Armour died in January, 1881. The fraternal feeling manifested by Mr. Armour on every occasion for the welfare and prosperity of his family was noticeable again, when, in 1879, he induced another brother, Andrew Watson Armour, the last one to leave the old homestead at Stockbridge, to remove to Kansas City to take charge of the Armour Bros.' Bank, which he managed with success. The settling of A. W. Armour in Kansas City led later to the admission into the Kansas City packing-house of his sons, Kirkland B. Armour and Charles W. Armour, who became the active managers there. Large plants were later established at Omaha, Sioux City, East St. Louis, St. Joseph, and Fort Worth. A. W. Armour died in May, 1892, and S. B. Armour in March, 1899. In August, 1901, H. O. Armour died, and in September of the same year Kirkland B. Armour passed away. His sons, Watson and Laurance, have since entered the business and take part in the Chicago management. Quite recently Philip D. Armour (3d), the grandson of the founder of the house, has also entered the management. As a manufacturer Mr. Armour was constantly seeking greater economy and efficiency by preventing waste. Tankage, blood, bones, and other animal by-products were turned to greater value by a vigorous and complete system, which eliminated the

Photo of Mr. [illegible]



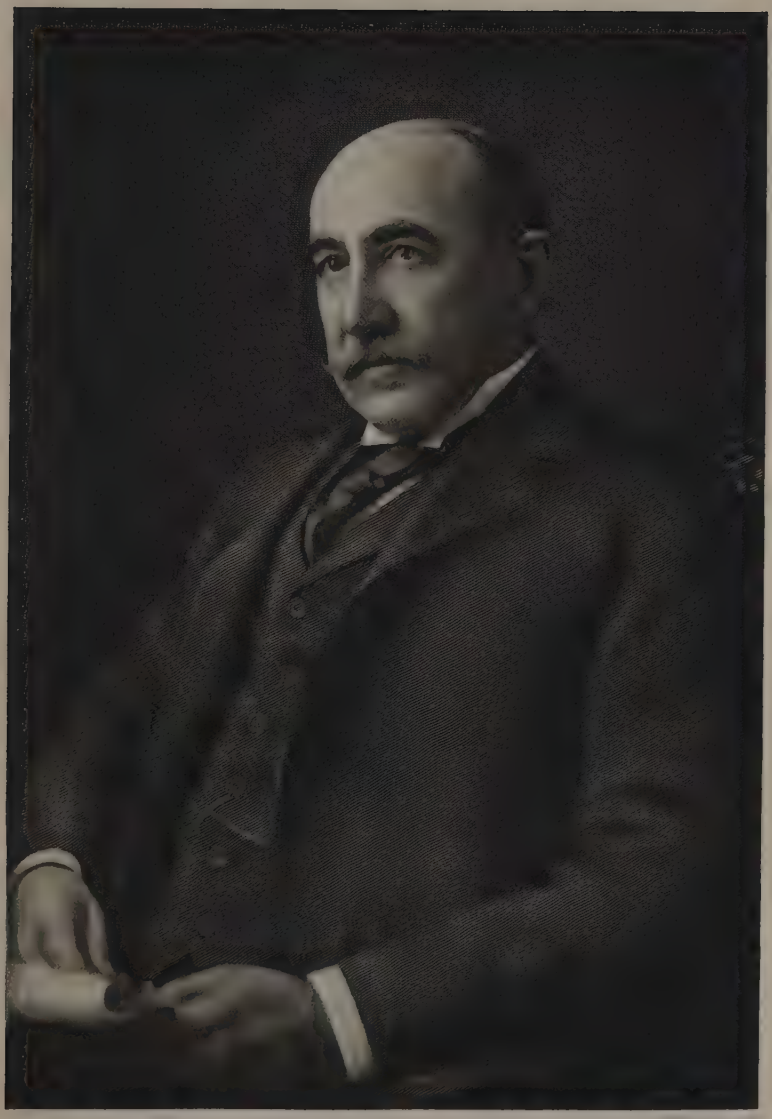
Philip D Armour

comparatively wasteful methods previously used. Many articles formerly removed at an expense, or given away, or sold for trifling amounts, were, by good handling and by mixture with other suitable raw material bought for the purpose, made into glue, curled hair, ammonia, and above all into fertilizers, which have almost revolutionized agriculture. As a merchant he was quick to see and grasp new outlets for all his products by furnishing them to consumers at the lowest possible prices, with guaranteed excellence. Thus, economy in manufacture, with energy and initiative in marketing, worked together for great results. In the years 1881 and 1882 a new departure in handling beef for the Eastern markets began its development. For a number of years experiments had been made, and cattle that had formerly been slaughtered and dressed at their destination were now killed at Western points and the dressed product shipped successfully in refrigerator cars to Eastern dealers. This required a large outlay of capital and could only be successfully carried out by doing an immense business in order to reduce the cost of handling to a minimum. The house of Armour and Company became one of the leaders of this trade. Even before incorporation, and before control of all plants was officially centered in Chicago, the strength, wisdom, and genius of Philip D. Armour were so manifest that his brothers and the lieutenants at all the plants followed his wishes and suggestions with an alacrity and willingness that not only showed their confidence in him, but resulted in a co-operation of energy that in itself insured success. It is impossible to convey its magnitude to one not familiar with the wide scope of the business, which in its wonderful ramifications catered not only to the various needs of the human family, but also to the numerous requirements of the soil itself. Mr. Armour's capacity for work was something wonderful. He was at his desk by 6:00 A.M. and frequently before. Fatigue was an unknown term. He traveled extensively, but wherever time found him it was among those who consumed his products and where necessarily his agencies had been established. His mind would turn intuitively to his industries and thus his recreation became a method by which he qualified himself as to the merits of his representatives, as well as the requirements of the people and their condition. He was a close observer, forming remarkably clear and accurate forecasts of financial conditions and acting upon them promptly and decidedly. His foresight in estimating the probable supplies of, and demand for, the agricultural products of the country, notably provisions and grain, was truly wonderful, and it led naturally to large returns. Mr. Armour inspired respect and affection among his friends and business associates to an unusual degree. Particularly among those connected with the interests he controlled, loyalty to him and to his wishes was pre-eminent, and naturally aided his progress. He could always count upon the co-operation of his men. Seldom indeed was disloyalty found among them. His extensive grain and elevator interests were conducted under a separate organization from modest beginnings in 1875 to a commanding position in the trade—a position the Armour Grain Company still holds. The energy, genius, and shrewdness always shown in his other undertakings were also pre-eminently evident in the grain business. At the earnest solicitation of the late Alexander Mitchell, he became one of the directors of the Chicago, Milwaukee and St. Paul Railway. This is the only office he ever held. Political preferment was not the bent of his mind or his ambition. Mr. Armour was married to Malvina Belle Ogden, in Cincinnati, Ohio, October, 1862. She was the only daughter of Jonathan Ogden. The home life of this remarkable couple was singularly happy. Mr. Armour always had the happy faculty of leaving his business cares at his office and entering his family circle with content and enjoyment of a simple and gracious life. They had two sons, J. Ogden and Philip D., Jr., who became partners with their father. Philip, Jr., died in 1900. J. Ogden Armour, to whom full responsibility has descended, carries his honors gracefully and with becoming modesty. He is quiet in manner; nothing can agitate him; and under his steady hand the interests to which he succeeded have very greatly expanded and have continued to prosper. Modern methods have been adopted and efficiency increased thereby so that his position in the world is fully as great as was that of his father. In January, 1881, Joseph F. Armour died and bequeathed $100,000 for the founding of a charitable institution, the Armour Mission. He wisely directed that the carrying out of his benevolent design should be chiefly intrusted to his brother, the subject of this sketch. In accepting the trust so imposed, Philip D. Armour gave to it the same energetic and critical attention that he had given to his private affairs, and added a large amount to his brother's bequest. The mission is a broad and wholly non-sectarian institution. It is free and open to all to the full extent of its capacity, without any condition as to race, creed, or otherwise. The Armour Institute of Technology is the outgrowth of this working purpose, which has been shared by the family. It is a school of engineering, whose graduates number more than a thousand. The institution was founded for the purpose of giving to young men an opportunity to secure a scientific and engineering education. Its aim is broadly philanthropic. Profoundly realizing the importance of self-reliance as a factor in the development of character, the founder conditioned his benefactions in such a way as to emphasize both their value and the student's self-respect. To these institutions P. D. Armour contributed more than $1,500,000 and his son has contributed $2,000,000. It was the combination of industry, untiring energy, and philanthropy that has made the name of Philip D. Armour not only so potent in the West, but also a recognized leader among the merchants of the world.

SHUEY, Edwin Longstreet, manufacturer, b. in Cincinnati, Ohio, 3 Jan., 1857, son of William John and Sarah (Berger) Shuey. Through his father he is of French stock, being descended from Daniel Shuey, a Huguenot, who came to this country about 1732 and settled in Lancaster County, Pa. His great-grandfather, John Martin Shuey, distinguished

himself as a soldier of the Revolutionary army under Washington. His grandfather, Adam Shuey, was one of the pioneer settlers in the Miami valley, in Ohio, where he became the first postmaster of Miamisburg, and was for a while the assessor of Montgomery County. The most prominent member of the family, however, was Mr. Shuey's father, William John Shuey, one of the first ministers of the United Brethren in Christ denomination and perhaps the best known figure in the history of that religious denomination. William John Shuey was the manager of the United Brethren Publishing House, which issued all the literature of the organization. He founded the first mission of the United Brethren Church in Sierra Leone, Africa, which has since become one of the chief centers of Christian influence on that continent. Young Edwin's boyhood was spent in the city of Dayton, Ohio, where he attended the public schools, graduating from the high school of that city in 1877. He then entered the Otterbein University, of which his father was a trustee, and in due time was graduated at that institution, with the degree of A.B. Having finished his education, he began to teach in Green Hill Seminary, in Indiana, and later in the Fostoria Academy, where he remained until 1881, when he was appointed principal of the academy of the Otterbein University, in Westerville, Ohio. Here he remained for four years, resigning to take the position of manager of the book department of the United Brethren Publishing House, in Dayton, Ohio. He remained here for twelve years, until 1897, when he became head of the welfare department of the National Cash Register Company, in Dayton. It was during the three years that he carried on the welfare work among the working people of this big commercial enterprise that Mr. Shuey first became actively interested in the welfare features of business affairs. In 1900 he joined the Lowe Brothers Company of that city as advertising manager, and a little later became one of its directors. Since then his business interests have widened and he is, at the present time, connected with a number of large corporations as an official and director. It is not as a business man, however, that Mr. Shuey's career demands most attention. His most lasting service probably has been, outside of his business pursuits, performed merely for the love of the work, gratuitously. Inspired by the home atmosphere in which he was brought up, he early acquired an interest in the welfare, material as well as spiritual, of working people. This tendency he was first able to give expression on becoming head of the welfare department of the National Cash Register Company, representing one of the first organized efforts on the part of a large corporation to improve the material welfare of its employees. In this line of endeavor Mr. Shuey may properly be considered one of the pioneers. His book, "Factory People and Their Employers" (1901), is regarded as one of the best authorities on the early phases of welfare social work in general. Aside from this, Mr. Shuey became very much interested in the Young Men's Christian Association as president and chairman of the educational committee of the Dayton Association, with which he has been identified since 1887. He has had a strong influence in shaping the work of establishing night schools in his own city, and so gave the impetus for the work of this kind which has since been done all over the country. Since 1893, as a member of the International Committee, he has been closely associated with the extension of night school education for mechanics in all sections of the United States. Through his writings and lectures and by actual supervision he has taken part in the establishment of a great number of such schools. He is now recognized within the organization as one of the leading authorities of this class of work and his help is sought by Y. M. C. A. workers in other cities and towns. In 1895 he was editor of "Helps" in a new Teachers' Bible for Sunday school teachers and workers, the first work to be issued in this country in this form. This proved so helpful and so popular that its plan has been followed by some of the largest firms in the country. Though a business man of keen and practical judgment, Mr. Shuey is essentially a man of deep religious convictions, and of a profoundly religious temperament. This tendency in his character, however, has found expression in civic and educational work, rather than in the preaching of religious, or church doctrines, for it is Mr. Shuey's belief that a truly religious character must be based on intelligence, and that first of all intelligence must be developed by education. To him business has been largely incidental. Most of his enthusiasm has gone to the efforts which he has developed to the social, material, and spiritual betterment of his fellows. Mr. Shuey was for fifteen years a member of the library board of his home city, Dayton, Ohio; he was for one term member of the Board of Education of Dayton; he was twice delegate to the General Conference of his church; he was, for one term, president of the Association of National Advertisers, the largest organization of business men directly interested in national promotion of business. Mr. Shuey is a member of the American Academy of Social and Political Science. He is also a trustee of Otterbein University, at Westerville, Ohio, an institution founded in 1847, and conducted under the auspices of the United Brethren Church. On 15 Aug., 1882, Mr. Shuey married Effie Mitchell, daughter of Ross Mitchell, one of the founders of the great agricultural implement business of this country. They have had three children, Amy M., Edwin Lincoln, and Sarah C. Shuey.

HAMMOND, John Hays, mining engineer, b. in San Francisco, Cal., 31 March, 1855, son of Richard Pindell and Sarah Elizabeth (Hays) Hammond. His father was a graduate of West Point, and served as an officer of artillery in the Mexican War. He was twice brevetted for "gallant and meritorious conduct" in the bat-



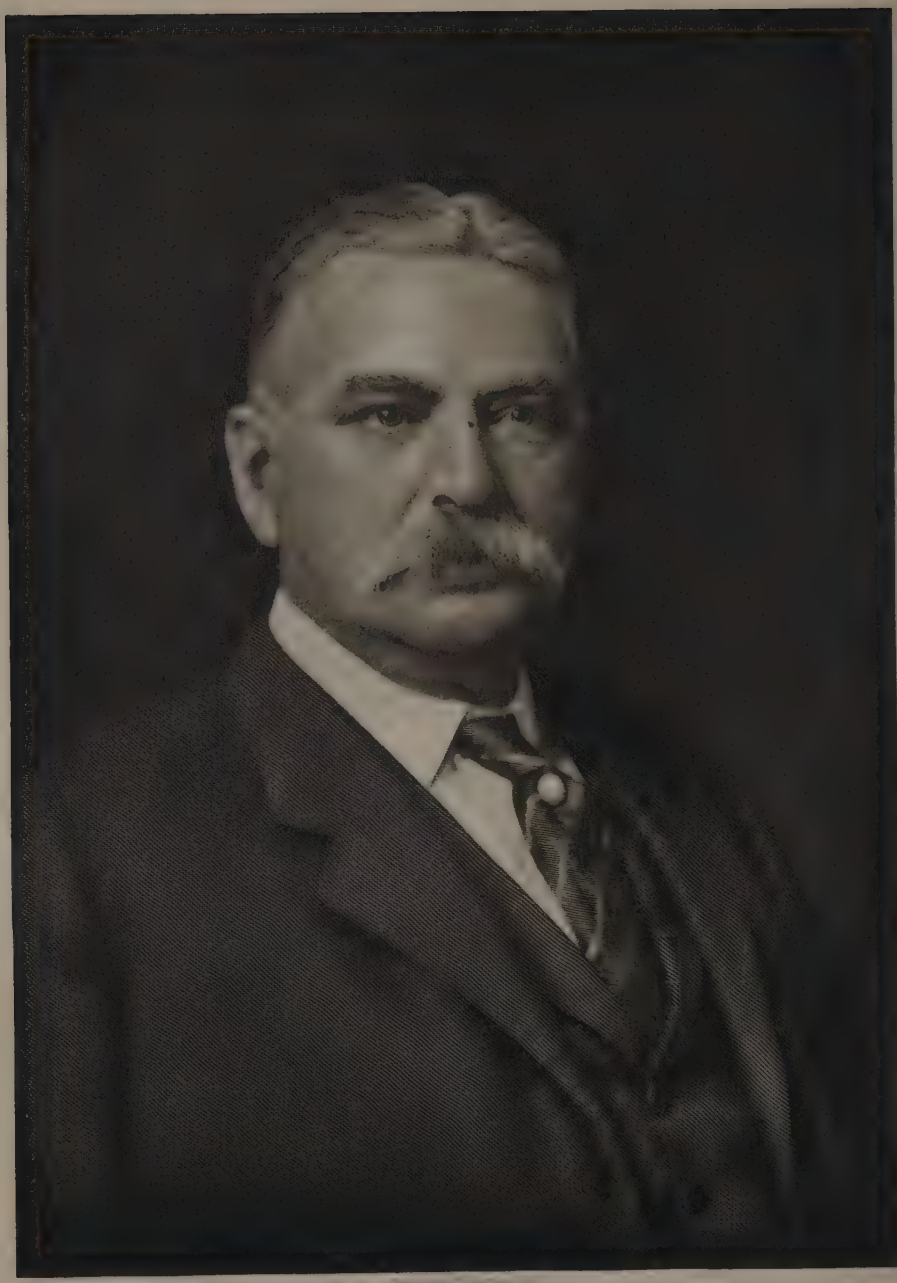
John Hays Hammond

tles of Cherubusco and Cerro Gordo. At the close of the war with Mexico, Major Hammond resigned his commission in the army, and a few years later settled in San Francisco, where he was appointed collector of the port of San Francisco by President Pierce. Subsequently, he held for several years the position of president of the Board of Police Commissioners of San Francisco, and during his tenure of office made a noteworthy record in police reforms and administrative methods. Mr. Hammond's mother was a daughter of Harmon Hays, of Tennessee, and a sister of Col. John Coffee Hays, the noted Texas Ranger. Mr. Hammond spent a great part of his boyhood at the home of Colonel Hays, who had removed to California, and was the first sheriff of San Francisco. The boy was taught to ride, shoot, and swim, and early developed a fondness for woodcraft and out-of-door life. He obtained his preliminary education in the public schools of San Francisco, and subsequently at the Hopkins Grammar School in New Haven, Conn., and entered the Sheffield Scientific School of Yale University, where he was graduated in 1876 with the degree of Ph.B. He then took a post-graduate course in mining at the Royal School of Mines in Freiberg, Saxony, where he remained until 1879. On his return to America in that year, he was engaged as assayer by the late Senator George Hearst. Subsequently, he became mining expert on the United States Geological Survey to examine the gold mines of California, and from the information he obtained at that time became a recognized authority on the subject of gold mining, which resulted later in his being called to South Africa to take charge of important mining properties there. At this period of his career, Mr. Hammond was also consulting engineer to the Union works of San Francisco, and to the Central and Southern Pacific Railroad; manager of various mines in the Republic of Mexico; manager and consulting engineer of the Empire and North Star mines, situated in Grass Valley, Cal.; and consulting engineer and president of the Bunker Hill and Sullivan Mining and Concentrating Company, located in the Cœur d'Alene District of Idaho. This last-named property, one of the largest silver and lead mines in the world, was purchased on Mr. Hammond's recommendation. During the years 1888 to 1902 he was consulting engineer of the State Mining Bureau of California. In 1893 Mr. Hammond went to South Africa as mining expert for the Barnato Brothers of London, to take charge of their important mining operations in that country. The following year he became associated with Cecil Rhodes, and took entire charge of the vast mining interests of the companies controlled by him in South Africa. Indeed, no one man in the history of mining has shouldered a greater burden of professional and personal responsibility than fell upon Mr. Hammond in the fulfillment of his contract with Mr. Rhodes. A warm personal friendship sprang up between Mr. Hammond and Mr. Rhodes, and Mr. Hammond never loses an opportunity to extol the virtues and far-sightedness of that great "Empire Builder." Contemporaneously with his engagement as consulting engineer of the Consolidated Gold Fields of South Africa, one of Mr. Rhodes' companies, Mr. Hammond retained for a time the position of consulting engineer of the important Barnato mines; of the Randfontein estate, the properties controlled by the J. B. Robinson group; and of other competitive mining groups. He was also consulting engineer of the British South Africa Chartered Company, which had the political control of, and the mineral and agricultural rights to, that large territory now known as Rhodesia. In 1894 Mr. Hammond headed a reconnoitering expedition into the country south of the Zambesi River, in South Africa. Mr. Rhodes and Dr. Jameson accompanied him a part of the way, after which Mr. Hammond and three companions made a dash into the interior for an inspection of the fabled King Solomon's mines. After enduring many hardships, he and his three companions arrived safely back and joined the main party. His examination resulted in the reopening of the old mines, which had been abandoned for centuries and which are regarded by eminent archeologists as the site of the King Solomon mines mentioned in the Bible. Of the four that composed this special expedition, Mr. Hammond is the only man alive today. It was while on this trip that Mr. Hammond advised Mr. Rhodes, who was, as has been stated, the controlling spirit in the Consolidated Gold Fields of South Africa, to sell the enormous holdings of that company in its Witwatersrand (Transvaal) outcrop properties, then being operated, and to purchase, in their stead, other deeper areas. These latter tracts gave no surface indications of ever becoming mines, and, in fact, some of them were under cultivation as farming land; but, in Mr. Hammond's opinion, as expressed at that time, developments to a sufficient depth would encounter rich ore bodies and result in these properties becoming valuable mines. Owing to the depth, at times 4,000 feet, to which it was necessary to sink shafts in order to reach the ore bodies in the deep level areas, expenditures, in some instances of several million dollars, were necessary. As time was of great importance, the erection of large mills and cyanide works was undertaken simultaneously with the sinking of the shafts and the development of ore in the property. Mr. Hammond's remarkable prophecy proved to be entirely correct, and subsequently, as a direct result of his advice, and under his supervision, the wonderful deep level mines of the Rand came into existence, and have since that time added hundreds of millions of dollars to the world's gold supply. Many difficulties were encountered in the selling of these vast holdings of securities in the London market and in convincing the London Board of the wisdom of parting with such valuable assets, which appeared to them at the time to be the wildest folly. These transactions constitute a record chapter in the history of mining finance, and especially so when it is realized that one man was pitting his technical knowledge against the protests of some of the greatest financiers of that day in a matter where the entire assets of the largest mining company in the world were at stake. But subsequent developments entirely justified Mr. Hammond's policy, for his company made millions of dollars in this transaction through the liquidation of its holdings in the outcrop companies. This was fur-

ther demonstrated by the fact that within two years, by legitimate flotation of properties of undoubted intrinsic value, they were able to pay an annual dividend of ten million dollars. One of the sensational chapters in Mr. Hammond's career was his connection with the so-called Jameson Raid. This "Raid," which occurred in the winter of the years 1895-96, really was but an incident in a bona fide movement for reform. In this movement Mr. Hammond was one of the four leaders of the Reform Committee, the other members being Col. Frank Rhodes, brother of Cecil Rhodes, a retired British army officer; George Farrar, now Sir George Farrar; and Lionel Phillips, now Sir Lionel Phillips. The Johannesburg reform movement was an uprising of the Uitlanders, or foreigners, against the régime of Paul Kruger, then president of the Transvaal Republic. The Uitlanders in Johannesburg numbered about 70,000, as against about 14,000 Boers. They paid nine-tenths of the taxes of the entire Transvaal Republic, and yet were denied citizenship and had no voice whatsoever in the conduct of the government affairs, in which they were vitally interested. This was an extreme case of taxation without representation. Their grievances, as recorded in the history of the period, were many and severe. They protested individually and collectively, on many occasions, against the unfair treatment they suffered at the hands of the Boer government, but without avail; and finally, when a deputation of Uitlanders was sent from Johannesburg to President Kruger in Pretoria, to ask him for the redress of certain grievances, they were told by President Kruger that "if you want your so-called 'rights' you had better fight for them." This they decided to do, and secretly organized a committee and made arrangements with Cecil Rhodes, who was at that time Prime Minister of Cape Colony, Alfred Beit, and other capitalists heavily interested in the mining developments in the Transvaal, to furnish money for the purchase of guns and ammunition to enable them "to fight for their rights." The leaders of the Reform Committee, which committee numbered, finally, sixty men, of whom twelve were Americans prominently identified with the mining industry, and men of other nationalities than English, made a secret arrangement with Dr. Jameson, then Administrator of Rhodesia, the British territory adjoining the Transvaal on the north, to come to their relief under certain contingencies when called upon to do so. Arms had been imported from abroad by the Reform Committee and smuggled into Johannesburg, but few guns and little ammunition had arrived at the time that Jameson crossed the border. In spite of positive instructions from the leaders of the Reform Committee that he was not to cross the border until he had received telegraphic instructions from them to do so, he disobeyed their orders. Jameson was defeated by a contingent of Boers, who learned of his intention to cross the border, and he and his officers were captured before they reached Johannesburg. They were taken to Pretoria and imprisoned there until subsequently removed to Great Britain for trial. The premature action of Dr. Jameson in crossing the border, which was represented as having been made for the relief of the women and children of Johannesburg, precipitated the failure of the Reform movement. The impression was created by Boer emissaries immediately after the raid had taken place, that it was for the purpose of enabling Great Britain to secure the territory of the Transvaal. That this was not true has been subsequently proved, and no further evidence is required than the fact that Mr. Hammond himself took occasion to make the members of the Reform Committee swear allegiance to the flag of the Transvaal Republic, and that this flag remained over the headquarters of the committee until after the collapse of the Reform movement. Furthermore, Mr. Hammond, in addressing a meeting of Americans in Johannesburg, who subsequently became identified with the movement and formed a George Washington Corps, and took up arms in its cause, made the statement that he would shoot anyone who attempted to remove the Boer flag and substitute the flag of any other nation. The Boer government, under the impression, which was skillfully created by the Reform leaders, that Johannesburg was well armed, sent to the Johannesburg Reform Committee an accredited deputation from Pretoria to endeavor to arrange terms that would prevent bloodshed and to remove the grievances of the Uitlanders. An arrangement was made that no action of force should be taken by the Reform Committee or by the Boer government pending the arrival of the high commissioner of Great Britain, Sir Hercules Robinson, who was to act as mediator. On Sir Hercules Robinson's arrival in Pretoria the Boer government stipulated, as a condition precedent to the consideration of the grievances of the Uitlanders, that they should lay down their arms, and were assured by Sir Hercules that when they did so they would receive the protection of the British government and, at the same time, their grievances would be redressed. This stipulation was sent to the Reform Committee as a request by Sir Hercules Robinson, and a special plea was urged by him that the guns be surrendered in order to save the lives of Dr. Jameson and his officers. Therefore the reformers laid down their arms. Unfortunately Sir Hercules was taken ill and was compelled to suddenly return to Cape Town. Immediately following his departure, the leaders, being disarmed, were arrested and taken to Pretoria jail. Although offers were made by friends to enable the leaders to escape into the friendly colony of Natal, they refused to desert the cause, for which they had risked their lives, and after being confined in jail for three months, were brought to trial. Meanwhile, because of a painful illness, which Mr. Hammond contracted during his trip to the Zambesi region some months previously, he was allowed by the Boer government to go on parole to Cape Town. After a fortnight's stay there, he courageously returned to Pretoria to attend his trial, in spite of the warnings he received from many friends that he was liable to be shot by the Boers on the way back, and that if he succeeded in reaching Pretoria, he would sure receive sentence of death. The next act in this drama of real life, which came so near to becoming a tragedy, was the trial of the four leaders by a Boer jury. Under an agreement between their counsel and the at-

torney for the Boer government, they were promised that they would be tried under what was known as the statute law of South Africa. With this understanding, they pleaded guilty to revolution, the penalty for which would not have been severe. It developed, however, that they had been deceived by the government's attorney, who tried them according to the old Roman Dutch law, under which the penalty for revolution was death; and their plea of guilty resulted in the four leaders receiving death sentences. After many months of agonized uncertainty and suffering, and after the entire civilized world had been wrought up, and every possible effort brought to bear on the Boer government, the death sentences passed on the four leaders were commuted to fifteen years' imprisonment, and eventually they were liberated on the payment of $125,000 each to the Boer government. After the close of this memorable epoch, Mr. Hammond went to England, and from his headquarters in London continued to conduct the extensive mining operations which had previously been under his supervision in South Africa. It should be stated here that Mr. Hammond was not exiled from South Africa, as many people believe, because of his participation in the Reform movement. He made several trips to that country after the occurrence of the events recorded above. It was while on one of these trips, just preceding the Boer War, and the day before Sir Alfred Milner (now Lord Milner) had a conference with President Kruger, that Mr. Hammond, at the request of his friends among the progressive Boers, interceded with Kruger to make concessions to the British government in order to obviate the necessity of war. Although Kruger promised Mr. Hammond that he would follow his suggestion, he unfortunately failed to do so, for, at the conference with Milner he stated that he was not ready to make terms for the redress of the Uitlanders' grievances. The result of Milner's conference with Kruger was a failure; and war resulted. Recently, when asked regarding the political effect which the Reform movement, if successful, would have had on the affairs of South Africa, Mr. Hammond stated: "What has been accomplished politically in South Africa is exactly what the members of the Reform Committee were striving for—the confederation of South Africa and the elimination of grafting officials." As an indication of the friendly feeling which sprang up between the English and the Boers after the war, Lionel Phillips and George Farrar, among others of the Reform movement, were knighted in England, on the recommendation of a former Boer general, Louis Botha, who was then the Prime Minister of the Union of South Africa. Dr. Jameson, who, subsequently to the Boer War, was for a time Prime Minister of the South African union, was also knighted on the recommendation of General Botha. Today the progressive Boers and the Uitlanders are working in complete accord in the economic development of South Africa. In 1900 Mr. Hammond returned to America, and devoted the greater part of his time to large mining projects in the interests of a group of English capitalists with whom he was associated. It was during this period that he was responsible for the purchase of the celebrated Camp Bird Mine, situated in the San Juan District of Colorado. Mr. Hammond has been identified with enterprises of great magnitude, not only in the development of important mining districts, which have added greatly to the world's stock of metals—gold, silver, copper, lead, etc. —and the development of which has resulted in the extension of railway systems and the building of important industrial centers, but he is likewise responsible for the development of large agricultural areas, which have added enormously to the food products of the world. One of his largest undertakings is the development of 1,000 square miles of land at the mouth of the Yaqui River, in the state of Sonora, Mexico. Over 400 miles of irrigation ditches have been built; and, in spite of interruption by present political troubles, over 20,000 acres are already under cultivation. This irrigation system will develop a greater irrigated area than ten of the largest irrigation projects in the United States combined. It has an acre-feet capacity which is 50 per cent greater than that of the Roosevelt Dam, situated in the Salt Lake District of Utah. He is also interested in the development of a large tract of oil-bearing land on the east coast of Mexico, and in the Mt. Whitney Power Company, in California, which, by a system of irrigation through pumping, introduced by Mr. Hammond, in Tulare County, has brought into profitable cultivation thousands of acres of citrus fruit. Among his other accomplishments was the construction of the first electric street railways in South Africa and in the City of Mexico. Likewise, he was a prime mover in the development of one of the largest hydro-electric projects in Mexico, the Guanajuato Power Company As a result of his connection with the Tonopah Mining Company, in Nevada, in the capacity of consulting engineer, mining developments were successfully carried out under his direction; and the construction of railways resulted, making possible further profitable mining investments in other parts of that section of the country. In 1903 Mr. Hammond became general manager, consulting engineer, and a director of the Guggenheim Exploration Company, at present one of the largest mining corporations in the world. When he took over the management of this company, it was comparatively unknown and practically a failure. Mr. Hammond surrounded himself with a competent technical staff, and within a few years had secured for the Guggenheim Exploration Company properties which have since been opened and, developed under their direction, have netted them enormous profits reckoned by many millions of dollars. These properties are the Utah Copper, Nevada Consolidated Copper, Esperanza Gold Mine, in Mexico, lead mines in the Federal district of Missouri, and other mines in this country and in Mexico. The successful development of these and other mines made possible the success of the American Smelting and Refining Company, controlled by the Guggenheims, and resulted in providing opportunities for the employment of thousands of men. During his connection with this company, which he severed in 1907, Mr. Hammond was the highest salaried man in the world. In 1910 Mr. Hammond took a prominent part in negotiations for the sale of one

of the largest silver mines in Mexico, the Santa Gertrudis. An interesting fact in this connection is that the largest single check ever issued in payment of a mine, one for $10,000,000 in Mexican currency, was drawn to the order of Mr. Hammond's clients. Mr. Hammond was twice invited by the Russian government to visit Russia and give his advice regarding the development of the industrial resources of that country. In 1898 he made a trip through Russia, Siberia, and into Mongolia, and examined the mineral resources of Russia; and in 1911 sent an expedition into Russian Turkestan to investigate the possibilities of irrigating 600,000 acres of land in that country. He had previously sent experts to investigate a proposed grain elevator system for Russia. When summoned to an audience with the Czar a few years ago, in connection with the industrial and commercial development of Russia, and the relations between Russia and the United States, the Czar remarked to one of his ministers, after the interview had taken place, that "Mr. Hammond talked," as he expressed it, "straight from the shoulder, and as man to man, and not as man to sovereign." In the summer of 1908, only a few weeks before the National convention in Chicago, Mr. Hammond was urged by numerous friends throughout the entire country to announce his candidacy, as a resident of Massachusetts, for the office of Vice-president of the United States. Mr. Hammond stated at that time: "Like all candidates, I place myself in the hands of my friends." This was indeed the case, for before he fully realized it, he found that his friends all over this country had made up their minds that he should enter this race, and his boom was launched whether he would or no. Mr. Hammond discovered that his political strength was increasing tremendously, and believed that his chances were as good as those of any other candidate for this office. Upon his arrival in Chicago, this feeling was greatly strengthened because of the assurances of support which he received from a great many delegates, as well as from numerous Republican leaders there. Indeed, entire delegations, among them some of the largest, came to Mr. Hammond's headquarters in their enthusiasm, and requested that they be allowed to stampede the convention for him. At the eleventh hour, and because he received word that any but a New York candidate for the office of Vice-president would jeopardize the success of the ticket and endanger the election of William H. Taft, Mr. Hammond withdrew from the race, feeling no disappointment in doing so, as his greatest ambition was to secure the election of his friend Mr. Taft. Shortly after President Taft's inauguration, Mr. Hammond was offered the post of Minister to China, which the President had stated was one of the most important diplomatic appointments he had to make. Personal considerations, however, determined Mr. Hammond to decline the proffered honor. One of the special honors of Mr. Hammond's life was his selection by President Taft to represent the President and the people of the United States at the coronation of King George V. It was particularly fortunate that a typical American was sent to the coronation, as the impression upon the British people, as well as the ultimate reputation of our country, was enhanced thereby. As president of the Commission extraordinary of the Panama-Pacific International Exposition (to which position he was appointed on the suggestion of President Taft), he visited, in 1912, the capitals of the principal countries of Europe, and there interviewed the rulers and foreign ministers of the various countries, in behalf of the interests of the international exposition, held in San Francisco in 1915. Being a Californian, his appointment was a peculiarly fitting one, and he carried out the duties of his commission with success. Mr. Hammond has given a great deal of time and thought to his alma mater—Yale University. His devotion to this institution led him to accept the professorship of mining engineering, and he delivered numerous lectures there. Mr. Hammond presented the university with a mining and metallurgical laboratory which bears his name, and this structure is complete with modern mining and metallurgical machinery and equipment. Mr. Hammond has often said, in regard to the making of money, that that should be a secondary consideration in a man's efforts, and that in mining the success attending an engineer's professional duties brought with it, usually, a certain amount of emolument, but he deprecates young men joining the engineering profession with the sole object of making money; that, he says, should be the result of the engineer's success and not his aim. In addition to the time which Mr. Hammond has given to Yale, he has lectured extensively at various other large institutions throughout the country, as well as before various scientific bodies. He has done much to help young men in their professional careers, and has had under him men of all nationalities and graduates from nearly all the leading institutions of the world, especially the technical institutions. He has taken great interest in the elevation of his profession, and has insisted on adequate compensation being paid by employers to engineers. Indeed, it is a known fact that the engineers who have worked for him have received the largest salaries paid to the profession. Mr. Hammond has served, during the past few years, as chairman of the Visiting Committee of the Harvard Mining and Metallurgical Department. The other members of the committee are distinguished engineers, who are alumni of Harvard. His activities in civic, philanthropic, and political work have been carried on as an officer and member of many organizations. He was until recently chairman of the North American Civic League for Immigrants, with headquarters in New York City. He is a member of the executive committee and chairman of the newly created Department of Industrial Economics of the National Civic Federation, and has devoted much time toward the solution of national problems. The honorary degrees conferred on Mr. Hammond are Yale, A.M.; Stevens Institute of Technology, D.E.; St. John's College, LL.D.; Colorado School of Mines, E.M. He is a member of the hospital and school boards in the city of Gloucester, Mass., where he has a summer home, and takes an active interest in all matters pertaining to the public welfare. Some of the clubs of which Mr. Hammond is a member are Yale, University, Century, Engineers, Lotos, Racquet and Tennis, Metropoli-



J. W. Gates

tan, Union League, New York Yacht, Republican, and Rocky Mountain Clubs, American Institute of Mining Engineers, American Society of Mechanical Engineers—all of New York; Chicago and University Clubs of Chicago; Metropolitan, University, Cosmos, Chevy Chase, and National Press Clubs of Washington; Union and Boston Press of Boston; Denver and University Clubs of Denver; Maryland Club, Baltimore; California Club, Los Angeles; Pacific Union, University, and Press Clubs of San Francisco; and the University Club of Salt Lake City. As an advocate of universal peace, Mr. Hammond has taken a deep interest in the work of the American Society for Judicial Settlement of International Disputes, of which, in 1910, he was president. He is president of the National Republican League, which numbers among its membership 1,000,000 voters. In politics he belongs to the new school; that is, he believes that success is best attained by a frank, unreserved statement of views on the issues of the day. He is of the opinion that the great majority of voters prefer a candidate for office who frankly acknowledges that he disagrees with their opinion on some questions, and insists on the right of independent action on these questions. He is unqualifiedly against the domination of bosses and has taken a strong position on that subject on many occasions; and yet he recognizes the necessity of political organization and political leadership. An essential part of Mr. Hammond's philosophy of life is to produce results. His career, which has been filled with adventure, has been one long exemplification of this principle. In his younger days, in the examination of mining properties, and in prospecting for mines in the Southwest and in Mexico, he had many narrow escapes from Indians and bandits. He made frequent trips through that part of the country which was overrun by the murderous Apaches, and had numerous thrilling experiences in revolutions in Mexico and on trips into the wilderness of Central and South America. Mr. Hammond was married, 1 Jan., 1881, to Natalie, daughter of Judge J. W. M. Harris, of Mississippi. Their children are Harris, John Hays, Jr., Richard P., and Natalie Hammond. In their early married life, Mrs. Hammond took her full share of the hardships, perils, and disappointments which in those days fell to the lot of the young mining engineer endeavoring to achieve success. She accompanied her husband into countries full of danger and disease, and her fortitude and courage never failed. When Mr. Hammond's duties grew more exacting and trying, and his life grew bigger, there was no one whose praise he cherished more highly, nor whose encouragement meant more to him, than that of his devoted wife.

GATES, John Warne, capitalist, b. near Turner Junction (now West Chicago), Ill., 18 May, 1855; d. in Paris, France, 9 Aug., 1911, son of Asel A. and Mary Gates. He was the son of a farmer, and, as a boy, assisted his father in this pursuit when his studies were not absorbing his attention. He attended Wheaton College, Illinois, and was graduated at Northwestern College, Illinois. He early displayed a marked capacity for business. At the age of sixteen he contracted to husk a neighboring farmer's corn. From this, his first venture, he earned sufficient to purchase a third interest in a threshing machine. The following season, one of abundant harvests, proved very profitable to young Gates, who bought out his partners and became sole owner of the threshing machine. A patch of woodland next engaged his attention, and he entered into an agreement with the owner, giving his threshing machine as security, whereby he was to pay for the timber as rapidly as he sold it; and after working most diligently during the winter months, with the single woodchopper he had hired, the woodlot was cleared and the owner was paid in full. The budding capitalist now, at eighteen, had a thousand dollars in the bank, and was still owner of the threshing machine. He then invested his capital in a hardware store which, although it proved a satisfactory financial venture, he soon disposed of and became a salesman of barbed wire for a Col. Isaac Elwood, who had acquired the right to manufacture it from the inventor, a Missouri blacksmith. Elwood was having much difficulty in launching his product upon the market and, attracted by Gates' enthusiasm and forceful eloquence, offered him $25.00 a week to sell the barbed wire in Texas. Gates, quick to grasp its possibilities, accepted the offer; thus was the future wire king set in motion toward the Texas cattle country with his bristling samples. Gates, however, did not meet with immediate success. He found the cattlemen very skeptical as to the merits of this novelty. They ridiculed the idea that such flimsy material could restrain a herd of cattle. Gates, consequently, on his mettle, conceived a convincing selling plan which included an elaborate demonstration of his product. This took place in San Antonio, where he hired a plaza, wrapped it round with the barbed wire, and put into it a herd of the wildest steers that could be found. The steers, after numerous displays of boldness, became subdued, and the cattlemen admitted the efficiency of the barbs. Enormous sales resulted from this exhibition; and Gates later, in view of his very successful subsequent efforts, applied for a partnership in the company. Upon the refusal of Elwood to agree to this, Gates, with the first display of his extraordinary constructive ability, built a barbed wire mill of his own. As a competitor, Gates soon proved too formidable for Elwood, who, provoked at the conditions brought about by ambitious young Gates, sued him for infringements of patents. Gates, however, finally persuaded Elwood to enter into a partnership with him which lasted many years. Gates soon became a specialist in the wire branch of the steel industry, and utilized every dollar he could get for the expansion of the business. In 1886 he put into it $100,000, the profits of his first big transaction—a sale of English steel. He bought or absorbed competitors whenever possible, and, in 1892, by merging several large wire companies, he became monarch of the wire industry. In 1895 he became president of the Illinois Steel Company, which, in 1898, he enlarged into the Federal Steel Company; in 1897, in connection with his interests in the American Steel and Wire Company, he cleared $10,000,000, and in 1901, Mr. Gates' com-

panies entered the merger of the billion-dollar United States Steel Corporation. As the latter concern did not afford adequate opportunity for his great energy, he, in 1907, went to Texas and became interested in the oil fields in the southwestern part of the State. The success of his subsequent activities there is a further tribute to the versatility of his business genius. He was identified with the Texas Company, which, under his masterful administration, became the largest independent oil company in the country, with a capital stock of $36,000,000, and owning 800 miles of pipe line, reaching Texas, Oklahoma, and Louisiana oil fields, with an ocean terminal in Europe and a number of terminals on the Atlantic seaboard in this country, besides many local distributing stations in the interior. Port Arthur, Tex., before 1900 possessed only a few hundred inhabitants. Its rapid and substantial growth is due to the leadership of Mr. Gates. Under his guidance it became in a few years a modern city with 20,000 inhabitants, and has one of the most accessible harbors on the Gulf Coast, through which 45 per cent of the export tonnage of all Texas ports is handled. In fact, it now (1917) ranks among the first ten export cities of the United States; has many modern buildings, first-class hotels, substantial banks, and a $140,000 federal building. Its extensive public park system includes a fine residential section; drives and boulevards; a splendid public school system; manual training school; adequate public utilities; an extensive traction system; churches of all denominations; the Mary Gates Hospital, one of the charities of Mr. and Mrs. Gates, which ranks with the pretentious hospitals of the first-class cities, and the Port Arthur College, another of their benefactions to the city. This "magic city," the product of Mr. Gates' industry and ingenuity, was made possible by the establishment of two immense oil companies—the Texas Company and the Gulf Refining Company. These corporations now have a combined capital of more than $100,000,000 and a monthly payroll of nearly $300,000. The Port Arthur College, Mr. Gates' pet philanthropy, was the result of his desire to found and endow the finest business school in the entire South. In commemoration of his name, Mrs. Gates has planned to build the Gates Memorial Library. Mr. Gates was the dominant factor in practically all of the industries of the town, was its largest real estate owner, and was the principal owner of the Kansas City Southern, the successor of the Kansas, Pittsburgh and Gulf Railway, which was the reason originally for Port Arthur's existence. At the time of his death, Mr. Gates was a director of the Baltimore and Ohio Railroad Company, Century Realty Company, Hippodrome Amusement Company, New York Hippodrome, Plaza Operating Company, Republic Iron and Steel Company of New Jersey, United Realty and Improvement Company, Texas Company, Moose Mountain Limited, and the Western Maryland Railroad Company. Besides the connection as director of the many companies already named, he held high office in other corporations. To the very last he enlisted all his great energies and unusual constructive genius in the development of the several large enterprises with which he was most closely identified. Naturally, many were buffeted in his forceful advance to the front rank of the world's financiers. This he accomplished before he was thirty-seven years of age, and, for lack of better reasons, his disregard for conventionalities and his manner of indulging in personal diversions were trivially utilized in an attempt to throw a construction on his conduct prejudicial to his business interests. His speedy rise from obscurity to eminence in the world's business affairs proclaims him one of the striking characters that stand as examples of self-development; and his broad and liberal views of life were combined with the charm of a most genial disposition. Mr. Gates married on 25 Feb., 1874, Dellora R., daughter of Edward and Martha Baker, of St. Charles, Ill., and they were the parents of one son, Charles Gilbert Gates.

GATES, Charles Gilbert, capitalist, b. near Turner Junction (now West Chicago), Ill., 21 May, 1876; d. in Cody, Wyo., 28 Oct., 1913, son of John Warne Gates and Dellora R. (Baker) Gates. He was educated at Smith Academy, St. Louis, and later attended Harvard School, Chicago, and Lake Forest College, where he was regarded as an apt scholar. At the age of seventeen, with characteristic confidence, he yielded to his own inclination to engage in business, and entered the employ of the Consolidated Steel and Wire Company, remaining there four years. Here he exhibited the inherent energy and enormous business capacity which distinguished his father, and, in 1897, became a partner in the firm of Baldwin, Gurney and Company of Chicago, stock commission brokers. In 1902, with John F. Harris, he organized the brokerage firm of Harris, Gates and Company with headquarters in New York and branch offices in the principal cities throughout the country. This firm was dissolved in 1904 to be reorganized as Charles G. Gates and Company; and through his masterful management Mr. Gates made this one of the foremost stock brokerage houses of the country. As head of this enterprise, the responsibility of affording adequate protection for the vast interests of his father devolved upon Charles, and the unusual knowledge of intricate stock exchange operations which he displayed can be fully appreciated only by those conversant with the firm's immense transactions. It is estimated that about 10 per cent of the entire trading of the New York Stock Exchange during the period, 1902-07, originated from his company. During this time his father acquired large business interests in southeast Texas and launched into the development of Port Arthur. This afforded an opportunity for constructive achievement of a high order, and, attracted by the magnitude of the undertaking, Charles disposed of his brokerage business in 1907 and became identified with the development of that project, which resulted in creating the city of Port Arthur (John W. Gates, q.v.). It was not due alone to the position of his father, who was one of the world's leading financiers, that Charles G. Gates became prominent in business affairs; he himself possessed conspicuous business talent, and his rapid rise bore witness to great individual ability, industry, and force of character. His prodigious memory and remarkably keen perception and

Charles G. Gates.

power of observation were frequently remarked upon by his associates. Personally, too, there was little to distinguish him from his father; for he also disliked all sham and hypocrisy. He bestowed the same generous judgment of men and affairs; was esteemed for his innumerable private charities, and combined culture with a charm of unconventional manner and utterances that had a wholesome influence upon his large circle of friends and attracted popular appreciation both in this country and abroad. His favorite diversions were yachting, traveling, and big game hunting, and it was on his return from one of the latter expeditions in the Thoroughfare Mountains near Yellowstone National Park, in 1913, that his death occurred. It happened at Cody, Wyo., as the result of a stroke of apoplexy. Mr. Gates' expedition had attracted considerable public attention and the news of his sudden death came as a shock to his many friends. Although only thirty-seven years of age when he died, he may justly be regarded as having been one of the leaders among the men of his generation. Mr. Gates was a member of the principal stock exchanges in this country, among them the New York Stock Exchange, New York Cotton Exchange, and Chicago Board of Trade. At the time of his death he was president and a director of Moose Mountain, Ltd., another of his business developments; president and a director of the Port Arthur Rice Milling Company; a member of the executive committee and a director of the Texas Company; a member of the executive committee and a director of the United States Realty and Improvement Company, and a director also in the following corporations: The Plaza Operating Company, the First National Bank of Port Arthur, Tex., the Port Arthur Realty Company, Helsig and Norvell, Inc., Griffing Brothers Company, the Port Arthur Rice Milling Company, and East Texas Electric Company. Among the clubs of which he was a member were the New York Yacht Club, Automobile Club of America, Atlantic Yacht, Columbia Yacht, and Westchester Country Clubs of New York, the Chicago Athletic and Calumet Clubs of Chicago. Charles G. Gates was twice married, first, in 1898, to Mary W. Edgar, of St. Louis, Mo., and second, in 1911, to Florence Hopwood, of Minneapolis, Minn.

SCHWAB, Charles M., capitalist, b. Williamsburg, Pa., 18 April, 1862. At the age of five he removed with his parents to Loretta, Pa., where his father kept one of the village stores. Young Schwab was educated at St. Francis College, acquiring the rudiments of engineering. When his studies were not occupying his attention he improved his time by driving the old stage between the village and Cresson station, a distance of five miles. After his graduation at St. Francis College, in 1878, he went to Braddock, Pa., and became a clerk in a dry goods store at $5.00 a week. In 1880, prompted by a slight increase in salary rather than any attraction he may have felt for the steel business, he entered the service of the Edgar Thomson Steel Works of Carnegie Bros. and Company, in the capacity of stake driver, at a salary of $1.00 a day. He soon showed rare aptitude for these more arduous duties, and his advance was rapid. In six months he became chief assistant engineer; from 1881 till 1887 he was chief of the engineers department; in 1887 he became superintendent of the Homestead Steel Works; in 1889 Frick appointed him general superintendent of the Edgar Thomson Works, and in 1892, upon the consolidation of all the Carnegie interests into the Carnegie Steel Company, Frick, as chairman, appointed him general superintendent of the Homestead works also. Schwab's appointment to this position, superseding Mr. Potter, who was promoted to the position of consulting engineer of all the Carnegie works, was to facilitate matters pertaining to the famous Homestead strike. In this position Schwab, through his ability as a manager and his popularity with the workmen, rendered most important service to the company; and with fine tact and conciliation he soon persuaded the heads of departments and the foremen to return to work, which soon resulted in the general resumption of the business. And the remainder of his tenure of general superintendent of both the Homestead and Edgar Thomson plants was free from further labor troubles and marked by a continuance of his good understanding with the workmen. He held the position of general superintendent of both the Edgar Thomson and the Homestead works until 1897. In that year he was advanced to the presidency of the Board of Managers of the Carnegie companies, having become a member of the association a year before. This was an institution that grew out of Frick's plans of efficiency for the unification of the company. In the same year Carnegie, in an attempt to diminish the importance of Frick, made Schwab president of the Carnegie Steel Company, although Frick, as chairman of the board, remained at the head of affairs. Schwab retained the presidency of the Carnegie company until its absorption by the United States Steel Corporation in 1901. He was then made president of the new corporation. His three-years' tenure of this office, however, was not marked by any notable triumph. In fact, in 1903 the United States Steel Corporation reached a precarious condition, due probably to the adjustment of this mastodonic organization to its normal level. In 1904 Mr. Schwab resigned this position and was succeeded by William E. Corey. He then engaged unsuccessfully in extensive shipbuilding operations, after which he secured an option on the Bethlehem plant. After much difficulty he succeeded in interesting John D. Ryan, E. H. Harriman, Jacob Schiff, and other equally sagacious financiers, and in 1908 effected the organization of the Bethlehem Steel Corporation and the Bethlehem Steel Company. This was considered a doubtful undertaking, for the Bethlehem works were regarded as mainly a military plant. But Mr. Schwab was influenced by the fact that he controlled the exclusive rights in this country of patents which simplified the process of making steel structural-shapes. The company achieved a measure of success until the outbreak of the European War in 1914, when it attained prosperity hitherto unthought of by its founders. It soon became the largest contributor of weapons, ships, steel, and arms to the Allied governments, and its success was meteoric. Mr. Schwab's rise to eminence in

the business world was marked by more than one notable achievement. He is supposed to have devised the scheme in 1900 which enabled Carnegie to accomplish his utmost desire—the sale of the Carnegie Company. During the

[illegible] unsuccessful attempts to sell out, and it now had become a mission with him, so Frick's plan of operating a trust under Common was resurrected and [illegible] Schwab and Carnegie to accept the purchase of the Carnegie Company by the millionaires interested in the National Tube Company, the Standard Oil Company and the Pennsylvania Railroad, all of which [illegible] with serious competition. The scheme was gloriously successful, [illegible] negotiations for [illegible] J. P. Morgan and [illegible] the

[illegible]

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C. M. Schwab.

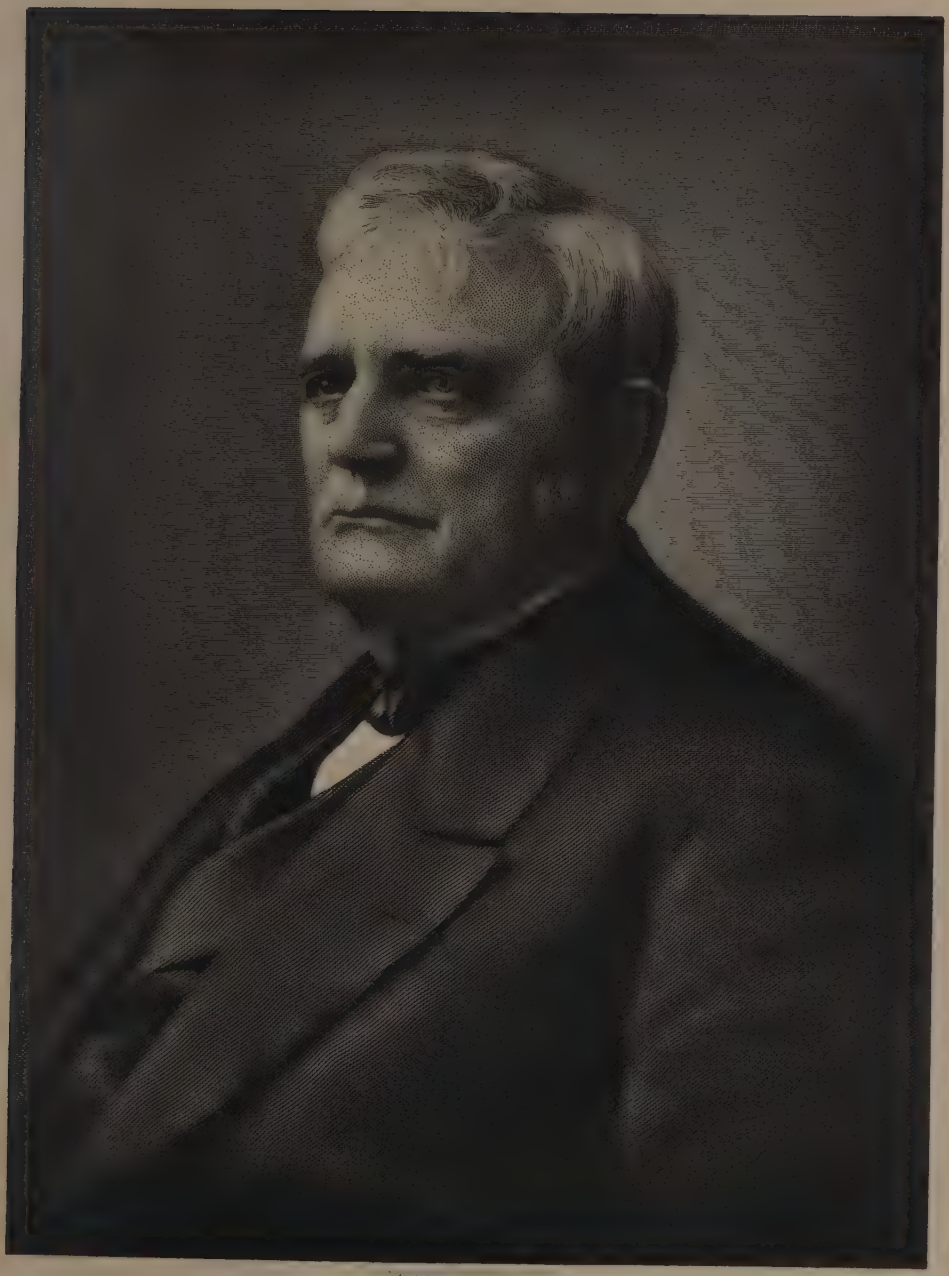
John N. Willys did his first manual labor. For working in the factory two hours a day after school his father paid him twenty-five cents a week. Mr. Willys has admitted since that he could still make a fair article of brick or drain tile if it were necessary. It was at this period of his youth, when he was about eleven years of age, that he made his first deal in commerce. He was a boy of unusually quick observation, and he had noticed that the reins on his father's horses had a way of falling to the ground and entangling the animals' feet. Then he found out that there were certain little clamps made to prevent this very trouble, so he bought a dozen of them and sold them to his father. With the profits from this dozen he bought two dozen more and disposed of them to other horse owners in Canandaigua. He traded in other specialties, and in time accumulated a neat little account in a savings bank. He gave up his work in the brickyard to sell a "Life of Garfield" after school hours, but, although he developed into a successful book agent, as such employment goes, the returns were not large enough to satisfy him. He felt that he could earn more money in other ways, with less expenditure of time and energy. Before he was sixteen he went into the laundry business, in company with a chum two years older than himself, at Seneca Falls, about thirty miles from Canandaigua, after his parents had given their consent. His partner had worked in a laundry, and knew something about the technique of that occupation. At the end of a year they had placed the laundry on a paying basis, and they sold out with a net profit of $100.00 apiece. As his parents figured that a week away from home and roughing it would be enough for their son, they were obliged to confess that there was more enterprise and application in their young son than they credited to him. On his return home from the laundry experience, John N. Willys decided to work his way through college and become a lawyer. With characteristic energy, he was making good headway with his studies and working in a law office (one of the partners in which, Royal R. Scott, afterward became secretary of the Willys-Overland Company), when his father died. This compelled John to give up his hope of being graduated from college. He had to take up the stern work of making a living. At that time bicycles were popular and becoming more so every day. John Willys decided that here was his opportunity and he invested the $100.00 he had made in the Seneca Falls laundry in a sample bicycle, called the "New Mail," and became agent for the machine in his own town. He sold bicycles to all his friends and neighbors, and before he was eighteen had organized a sales company, opened a store, with a repair shop in the rear—for he could mend anything about a bicycle, besides riding it expertly—advertised freely, but judiciously, and soon had to take larger premises on the main thoroughfare. His mind being naturally adapted to organization, as well as mechanics, he saw the logical way to succeed in the bicycle business was to handle the product in large quantities, and he established a jobbing trade to reach a market which he saw existed, but which up to that time had been nothing more than a vision to the manufacturers. It was this idea of his, of selling wholesale, which later brought about his entrance into the automobile business, first as a creator of markets, and later as a manufacturer. He sold a great many bicycles, but had difficulty in collecting his accounts. So, in 1896, when the Free Silver movement disturbed trade so dismally, he decided he would close out his bicycle business and do something else while he looked things over. He became a traveling salesman for the Boston Woven Hose and Rubber Company, all the time keeping on the lookout for the opportunity that he knew, even then, was always lying in wait for the "live" man. One of his customers was the Elmira Arms Company, a sporting goods establishment. When the Klondike gold fever broke out, the proprietor was so anxious to dispose of the business that he sold his stock, appraised at $2,800, to John N. Willys, for $500.00 cash. The latter installed a manager and began an advertising campaign for his new venture, at the same time retaining his own position with the Boston Woven Hose and Rubber Company. Before long, however, the Boston concern went to the wall, and Mr. Willys took personal charge of the Elmira Arms Company. He made a specialty of bicycles, and in eight months had sold $2,800 worth of them, of which $1,000 was profit. Having worked into the wholesale distribution of bicycles, he eventually took the entire output of a factory, and by the time he was twenty-seven years of age was doing a business of half a million dollars a year. It was at this time that he was attracted to the automobile business. He never saw an automobile until one day in 1899, when he happened to be looking out of a window of a high building in Cleveland, he noticed a thing on four wheels creeping along the street without any horse attached. He found out afterward that the "thing" was a Winton car—like all other motor cars of that day, a very different article from the high-powered, easily controlled machines of later years. Mr. Willys was agent for the Pierce-Arrow bicycles, so he bought a motor car from the company for $900.00, for a demonstrator, and set out to sell cars. He found everybody anxious for a demonstration, but at the end of the year he had sold only two automobiles. The second year he disposed of four. Then he took up the Rambler agency, as well as the Pierce, and in 1903 he sold twenty cars. At that time automobiles were held in disfavor by most people, but by 1905 Mr. Willys found that it was easier to get orders for cars than to supply them, and he decided that there would be more profit in manufacturing cars than in selling them. Therefore, in 1906 he formed the American Motor Car Sales Company, with headquarters at Elmira, and undertook the sale of the whole output of the American and Overland companies, both in Indianapolis. The Overland had been in business for six years, and its largest output for a year was in 1906, when it made forty-seven cars. In a short time Mr. Willys had made contracts with dealers to supply them with 500 Overland cars, and deposited with the Overland Company as a part guarantee for the delivery of the cars, the money paid him by the dealers. Then, though he had been under the impression that the concern was absolutely sound, he discovered

that the Overland Company was in serious financial straits. The panic of 1907, which began in October, had affected it severely. In December of that year Mr. Willys went to Indianapolis to visit the plant and see for himself how matters stood. He found the Overland in difficulties that threatened not only the company's own existence, but that of his own enterprise, the American Motor Car Sales Company, also. The danger of seeing his all go down in the wreck aroused him to a real display of his fighting ability. His inspection of the plant ended on a Saturday, and he called a conference of the officials of the Overland Company for the next afternoon in an Indianapolis hotel. At this conference he formally demanded to know why the firm had failed to deliver the cars on which he had made deposits. The demand was only a formality, however, for he knew what was the matter with the Overland as well as did its officials. He was told that the company would go into the hands of a receiver the next day. It had been able only partly to meet its payroll for the week. Mr. Willys asked how much cash was required to tide the company over the morrow, and the hopeless answer was, "Three hundred and fifty dollars." Then it was that John N. Willys gave proof of his resourcefulness and determination. He went down to see the hotel manager and wrote a check for $500.00 on a little bank in Wellsboro, Pa., and told the hotel man he must cash it. The manager was satisfied that the check was good, but he had no cash. Willys was equal to this difficulty, too. With the co-operation of the hotel proprietor, all the available assets of the hotel were commandeered, and some of his friends and acquaintances came to his aid, with the result that the check was cashed, and the Overland saved —temporarily, at least. In consideration of this aid, the control of the Overland plant was turned over to Mr. Willys, and he immediately put it through a complete reorganization. On 9 Jan., 1908, John North Willys became president of the Overland Company, and with his master hand at the wheel, the firm's business picked up in marked fashion. During the year 401 cars were manufactured, and, with cash on hand, a steadily growing demand for its product, the company found itself with clear sailing ahead. The business took a great jump in 1909, for 4,000 cars were manufactured, and the factory was so inadequate for the amount of work to be done that Mr. Willys purchased two large circus tents, and the making of Overland cars was carried on under canvas. This was only a temporary expedient, however. It would be entirely inconsistent with the dignity of a rapidly growing industry, whose bounds seemed to be illimitable, for the factory to be what circus men call "big tops." President Willys took an option on thirty acres of land in Indianapolis and planned a building on a large scale and modern lines. But an unexpected opportunity prevented his building this particular manufactory. At his home, in Indianapolis, he was preparing for a business trip to New York, when his Toledo representative called him up on the long-distance telephone to advise him that the Pope-Toledo Manufacturing Company was in financial difficulties and desired to sell its plant. The next morning, instead of going to New York, where he had intended to meet capitalists in connection with his Indianapolis building project, he was in Toledo, inspecting the old Pope plant. In the evening he was on his way East, and the next day he closed with Albert A. Pope, president of the Pope-Toledo Manufacturing Company, for the plant, machinery, stock, and good will of that concern. A deposit of $25,000 bound the bargain, and less than forty-eight hours after he first heard of the factory, John N. Willys was owner of the Pope property. At that time it consisted of seven acres of land, a few buildings in a more or less indifferent state of repair, an equipment, and a meager supply of Pope parts and used cars. Prosperity came in at the door and through the windows of the new Overland establishment. The first year in Toledo saw 12,000 cars manufactured. Each year saw a larger number produced, until, in 1917, the factory was turning out a thousand cars a day, with the prospect of manufacturing not less than 300,000 Overland and Willys-Knight automobiles in the twelve months, with every car contracted for in advance. In eight years from the time Mr. Willys took control of the Toledo plant the Overland evolved from a little two-cylinder, chain-driven buggy into several models, ranging from the four-cylinder, capable of developing 31.5 horsepower, to the big, aristocratic and popular four and eight Willys-Knight, which can develop forty-five horsepower. The plant has grown, since 1908, from a few dilapidated buildings, scattered over seven acres of ground, to one of the largest single automobile factories in the world. It occupies more than four and a half million square feet of floor space. Somewhat over 20,000 persons are employed in the Overland establishment in Toledo, and some 5,000 more find occupation in other factories controlled by Mr. Willys. With the single exception of Henry Ford, Mr. Willys is the largest automobile manufacturer in the world. Besides the Toledo property, Mr. Willys owns all or a controlling interest in a number of the big concerns in various parts of the United States. He is interested in the Electric Auto Lite Company, Toledo, Ohio, where 2,200 hands are employed; the Flint Varnish and Color Works, Flint, Mich.; the Fisk Rubber Company, Chicopee Falls, Mass., 4,000 men; the Federal Motor Works, Indianapolis, and the Willys-Morrow Company, Elmira, N. Y. At the last named plant there are 4,200 employees. As an example of the financiering ability of John North Willys, it is told of him that when he found himself in possession of the Overland Company, after saving it from annihilation by raising $350.00, to pay off the employees, all he had in the way of a plant was a sheet iron shed 300 feet long by 80 feet wide, with a shopworn outfit of machinery and not enough material on hand to put out a single complete car. By superhuman efforts, he procured enough material to enable the company to finish a few cars, enough to keep the working force together. But the company owed $80,000, and had not so much as $80.00 to its credit. Willys was confident he could put the concern on its feet with only a small amount of money, but it seemed as if he could not get anything. By the exercise of persuasive powers

belonging to his old calling as a salesman, he induced an acquaintance, an old lumber man, to lend him $15,000 in cash. It wasn't much to pay debts of $80,000, buy raw material, and pay wages and salaries. But Willys was not dismayed. He believed he could see his way through, and he had a well-defined plan. Under his direction, the company's lawyer drew up a proposed form of settlement with creditors. By its provisions, the company was to pay ten cents on the dollar at once, and other installments later to those who insisted on part cash, with preferred stock for the remainder. At this juncture the lumber man changed his mind about lending the $15,000, and decided that he would not do it. He was induced finally to advance $7,500. But as Mr. Willys had agreed in writing to pay insistent creditors $15,000, he was still in a quandary. Then a happy thought came to him, and he amended the sentence in the agreement to read that he would, if called upon, pay creditors "not to *exceed* $15,000." At a meeting of the principal creditors with him, his eloquence, sincerity, and faith in the future of the automobile industry won over all the important creditors, and a majority of them elected to accept preferred stock for their entire claims, without demanding any cash at all. As a matter of fact, it took only $3,500 cash to arrange the Overland's $80,000 debts, and launch the reorganized company without any financial burdens whatever. Then Mr. Willys got in touch with the four largest firms that supplied the Overland with parts, and after painting in glowing terms the future of the company as it would be if he were allowed to go on, he said he wanted them to assist in re-establishing the company's credit, and asked them to accept three months' notes for additional supplies as they might be required. He finished with the naïve remark: "Then I will let other people know how you have shown faith in the company. Anybody who hesitates to give us credit will be told to communicate with you, and it will be up to you to convince them that we are right." Mr. Willys is a hard worker. He likes it, and it agrees with him. Every day he goes all over his plant, notwithstanding that it covers several acres, and he is on speaking terms with most of the individuals in his great army of employees, from whom he gets ideas, in exchange for his own. It is his delight to work side by side with his draftsmen and designers, and if the day happens to be warm, his coat will be off, and he will drive into the work with sleeves rolled up, like all the others. He is always at his desk in the morning before any of his assistants, and he can be found about the plant all day long. The affable manner native to him, and which was polished more and more during his career as a salesman, is with him yet. The curt speech and demeanor of many men of affairs and big business is not found in him. Yet he is a man of lightning decision, and rarely does he have to change a course of action once he has laid it out. He is fond of golf, yachting, automobiling, and all outdoor sports. He is a member of many clubs. Among them are the Union League and Bankers, of New York, the Toledo Country Club, the Toledo Club, of which he is president, the Inverness Club, the Midwick Country Club, the Crags Country Club, the California Club of Los Angeles, the Indian Harbor Yacht Club, the Greenwich Country Club of Greenwich, Conn., and the Eastern Yacht Club, Marblehead, Mass. Mr. Willys is a modest man, and will not talk about his achievements, wonderful as they are. His intimate friends declare that the keystone of his success is the finding out what people want and need, telling them in generous and judicious advertising that he has it, and then giving it to them a little better than others and at as low a price as the market can stand. But, if anybody asks Mr. Willys if that is his secret, he only smiles. Perhaps in that smile lies a large part of the secret. John North Willys married 1 Dec., 1897, Isabella Irene Van Wie, of Canandaigua, N. Y., and they have one daughter, Virginia Clayton. Mr. Willys has always been a great lover of art, and in his home in Toledo he has a collection of oil paintings, by distinguished American and European artists, such as is seldom seen in a private gallery.

DEERE, John, manufacturer, b. in Rutland, Vt., 7 Feb., 1804; d. in Moline, Ill., 17 May, 1886, son of William Rinold and Sarah (Yates) Deere. His father, a native of England, came to America early in the nineteenth century. His mother, born in Connecticut, was the daughter of a captain in the British army, who, after serving his King throughout the Revolutionary War, became an American citizen. In 1805 the father located in Middlebury, Vt., where for nearly seven years he conducted a merchant tailoring business. He then left to return to England on a visit, but was never again heard from. The mother conducted the business until her death in 1826, at the age of forty-six years. In Middlebury, among the rugged scenes of his humble New England home, John Deere entered upon a life of toil and close economy characteristic of the people of his native State. He received a good common school education and in his early youth, before he was sixteen years old, his industry and ambition were keenly exhibited. He ground bark for a tanner, receiving a pair of shoes and a suit of clothes as his pay. In the year 1821, when seventeen years old, he was sent to Middlebury College, but left and apprenticed himself to Capt. Benjamin Lawrence, of Middlebury, to learn the blacksmith trade and particularly to assist his mother. In four years he fully mastered this trade, receiving in the meantime for his services $30.00, $35.00, $40.00, and $45.00 each year, respectively. When his time was out in 1825 he took a situation with William Wills and Ira Allen, ironing wagons, buggies, and coaches, at $15.00 a month. In 1826 he went to Burlington, Vt., and alone did the wrought iron work on a sawmill, also all of the iron work on a flax mill at Colchester. He thus acquired a great local reputation as an efficient mechanic. In 1829 he moved to Leicester, where in his own shop he manufactured shovels and pitchforks, acquiring a reputation for superiority of goods that he maintained in other branches during his entire business career. While in Vermont in the early eighties, Mr. Deere found some of his shovels and pitchforks that had been used almost half a century and were still

doing good service. In 1837 he sold his shop and determined to try his fortune in the great Central West, which at that time was just beginning to open up with its vast opportunities. Traveling by canal and the Great Lakes, he landed at the village of Chicago, a place that then looked to him unpromising enough indeed, and he at once transferred all his effects to wagons and journeyed on to Grand Detour, Ogle County, Ill. An inventory of his material wealth at that time showed him to be the possessor of $73.73 in cash, a good set of blacksmith's tools, and a limited complement of household goods. Upon arrival he immediately resumed his occupation of horseshoeing and general blacksmithing. An early biographer stated, "A good mechanic is always an important accession to a new country and his arrival was particularly opportune for this little settlement, and his mechanical ability was immediately brought into requisition to put into repair a sawmill, which was standing idle from the breaking of a pitman shaft. There was no forge in readiness, but he at once set to work and with stone from a neighboring hill, constructed a rude forge and chimney by digging a hole in clay soil and making mortar of the clay and within two days after his arrival the mill was running, thus saving the owners and customers many days that otherwise would have been occupied in procuring the work from distant shops. Mr. Deere was an excellent mechanic and the few people residing in his vicinity soon found it out. They piled upon the floor of his shop their broken trace chains and clevises, their worn-out 'bull tongues' and worse worn shares; and while the young blacksmith hammered out lap rings for their chains, welded their clevises, 'drew out' their 'bull tongues' and laid their shares, his mind dwelt upon the improvement of the plow, the implement of greatest importance to the pioneer." The Middle West, at the time of the coming of John Deere, was beginning to develop into a great agricultural area. There was dire need of agricultural implements, especially the plow. To meet this demand, Mr. Deere added the building of plows to his general work. The sharpening and edging of breaker-shares soon led to the building of breaking-plows. Iron, proving unsatisfactory, John Deere utilized old mill saws and anything in the line of steel that he could find to make the shares for these breakers. In 1838 he began sending to Chicago for new mill saws, one saw blade being sufficient for two shares for a twenty-four-inch plow. The farmers were constantly complaining that the iron plow with the wooden moldboard, then used, would not work satisfactorily. The fault of the implements furnished was that they were rough, entered the ground with difficulty, and did not clean easily, the soil sticking to the face, causing them to clog up, which would throw them out of the furrow. The one great object was to find a plow that would obviate this difficulty. Mr. Deere became interested in this matter and set himself to supply the needs of the farmers. After much patient experimenting he developed a plow that seemed to meet all requirements; it cleaned readily and at once became very popular with the farmers. It was a crude affair, considering the perfected plow of today, but he did not then have the machinery to do the work well. The first plow of the scouring type was made with a "wrought iron landside and standard, steel share and moldboard cut from a sawmill saw and bent on a log shaped for the purpose, with beam and handles of white oak rails." After making these first plows he had a great deal of trouble in getting a plow to scour satisfactorily in ground that had been plowed four or five times—in black, sticky soil. He went to different farms to try his plow, in Ogle, Lee, Whiteside, and other counties, where farmers had never been able to make plows scour. It was in the shaping of the moldboard that Mr. Deere's ingenuity more particularly manifested itself. He was unquestionably the first man to conceive and put in operation the idea that the successful self-scouring of a steel moldboard depended pre-eminently upon its shape. This idea was his and he worked upon it until its correctness was fully demonstrated. Thus he laid the foundation of the great plow industries of today—by giving to the world the proper plow. In 1838 three of these plows were made. In 1839 ten plows were built and the entire iron works of a new saw and flouring-mill were constructed with no help except that of an inexperienced man as a blower and striker. In 1840 a second anvil was placed in the shop, a journeyman employed, and in 1842 one hundred plows were made and sold. Steadily and rapidly the business grew until in 1846 the output of the little shop was 1,000 plows. At this period it was difficult to deliver plows. Either the purchaser had to come and get his implement or it was sent to him by wagon. It was not unusual for a man to load up a wagon with implements and drive out across country with the purpose of selling them to any possible buyer. During the year 1838 not only did Mr. Deere ply his plow and blacksmith trade, but he also found time to build himself a dwelling-house eighteen by twenty-four feet and to this unpretentious though comfortable abode he brought his wife and five children from the East. The family journeyed from Hancock, Vt., in wagons to Buffalo, from there by lake steamer to Detroit and from there continued the journey by carriage and wagons. The family was accompanied by two brothers of Mrs. Deere with their families. John Deere's fame as a plowmaker rapidly extended and the tide which was then set clearly in his favor afterward bore him steadily on to fortune. In 1843 he took Major Lemuel Andrus into partnership and enlarged his factory by erecting a brick shop two stories high, added horsepower for the grindstone, and established a small foundry. As time advanced, improvements were made, but the difficulty of obtaining steel of proper dimensions and quality was found to be a great obstacle to the complete success of the business. Mr. Deere accordingly wrote to Nailor and Company, importers, New York City, and explained the demand of the growing agricultural States of the West for a steel plow. He stated in his communication the size, thickness, and quality of the steel plates that were needed. The reply was that no such steel could be had in America, but that it



John Deere

could be procured from England after rollers had been made for the purpose of producing these special sizes of steel. An order was accordingly sent and the steel made and shipped to Illinois—the first imported shipment of plow steel to this country. During this same year, with the view of developing a market nearer home, where he could obtain material for his plows, Mr. Deere opened negotiations in Pittsburgh for the manufacture of plow steel, as is shown by the following extract from Mr. James Swank's book, "Iron in All Ages," from which volume, page 297, is quoted: "The first slab of cast plow steel ever rolled in the United States was rolled by William Woods at the Steel Works of Jones and Quiggs in 1847 and shipped to John Deere, Moline, Ill., under whose direction it was made." Mr. Deere's practical foresight enabled him to see that his location in Grand Detour was not advantageous for a growing business. Coal, iron, and steel must be hauled from La Salle, a distance of forty miles, and his plows taken a long distance to market in the same slow and expensive manner. He, therefore, sold his interest in the business to his partner, Major Andrus, and moved to Moline, Ill., in 1847. Here was good water power, coal was near in abundance, and there was cheap river transportation. A partnership was formed between Mr. Deere, R. N. Tate, and John M. Gould, a shop thirty by sixty feet was constructed, and seven hundred plows were made the first year. In 1852 Messrs. Tate and Gould retired from the firm, Mr. Deere buying their interests. In 1853 the shops were enlarged, new machinery added, and the sales greatly increased. Mr. Deere continued alone through 1857, in which year his factory made 10,000 plows. In 1858 he took his son, Charles H., into the business as a partner and the firm continued under the name of Deere and Company, until 1868 when it had assumed such proportions that a company was incorporated under the general laws of the State of Illinois, with John Deere as president, a position which he held until his death, Charles H. Deere, vice-president and manager, and Stephen H. Velie, one of his sons-in-law, secretary. It is conceded that John Deere gave to the world the steel plow. When he manufactured his first plows there were no steel plows in America, nor was steel manufactured for the express purpose of making plows. The influence of this improvement in the manufacture of plows cannot be estimated. John Deere was a pioneer in the strictest sense of the word and his work was the practical advancement of civilization. For over three-score years a life of sterling usefulness, of progress, and of generosity made him a leading figure in the history of the best interests of his country. To every farmer in this country and to thousands of others in far-off lands, his name has always been associated with the development and improvement of the steel plow. In this field he was not an imitator, but in truth an inventor. He was not content to follow his calling without contributing something to the industry. Mr. Deere was not only active in his own business but devoted a great amount of time and energy toward the betterment of the community in which he lived. Though he had neither the desire nor time for the many offices for which his services were sought, he was always in sympathy with public interests and gave liberally of his means to advance them. He was a Republican in politics from the organization of that party and an active member of the Congregational Church. He was elected mayor of the city of Moline and served two years. He was president of its first National bank. In personal appearance Mr. Deere was about six feet in height, well proportioned, and very strongly built. He was blessed with an iron constitution which gave him almost unlimited endurance. "In his young manhood he could stand at his anvil from five o'clock in the morning until nine at night, building plows, shoeing horses, and constructing machinery for mills." His features were strong, indicating great will power and decision of character. His face was frank and open and his address generally evidenced a genial social nature and noble soul. He was very tender-hearted and an appeal for any worthy individual or cause found a quick response from him. He was possessed of abundant energy, life, and vigor. He was a capable mechanic, a man of keen foresight and excellent business judgment. A generous hospitality was shown at his comfortable home, and few men were more entertaining in the social circle or had a more happy faculty of making everyone feel at ease. He once made the statement that through his whole life it had been a great source of consolation to him to know that he had never willfully wronged any man and never put on the market a poorly made article. Mr. Deere was married 28 Jan., 1827, to Demarius Lamb, of Granville, Vt. She died in 1865. Two years later Mr. Deere married her sister, Lucinda Lamb. Of his nine children, five survived him: one son, Charles H. Deere, and four married daughters.

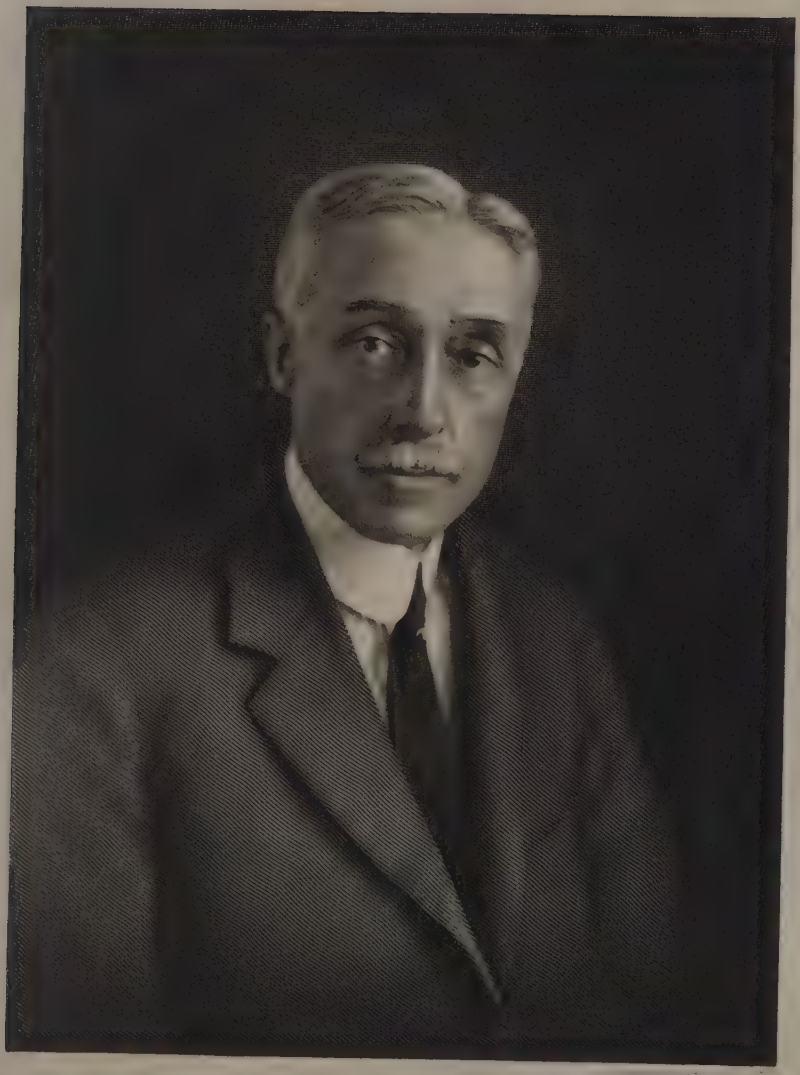
SPENCER, Samuel, railway president and financier, b. in Columbus, Ga., 2 March, 1847; d. at Lawyer's Station, Va., 29 Nov., 1906, only child of Lambert and Vernona (Mitchell) Spencer, and a descendant of James Spencer, who came from England in 1670 and settled in Talbot County, Maryland. Samuel Spencer was educated in the common schools of his native city until his fifteenth year, when he entered the Georgia Military Institute at Marietta. In the following year (1863), however, he enlisted in the Confederate service as a private in Nelson's rangers, a cavalry company that attained distinction before the close of the Civil War. He saw his first active service before Vicksburg, where he was detailed on scout outpost duty. Later he served with the army of Gen. N. B. Forrest; with the army of General Hood in the Atlanta and Nashville operations, and, finally, with the army of General Johnston, until the surrender in April, 1865. After the close of the war he entered the University of Georgia with the junior class, and was graduated with honors in 1867. During the following two years he studied civil engineering in the University of Virginia and was graduated with the degree of C.E. at the head of his class in 1869. He began his active professional career in the same year in the service of the Savannah and Memphis Railroad, with

which he continued during the next four years, rising, meanwhile, through all intermediate grades to the office of resident engineer. In July, 1872, he accepted the position of assistant to the superintendent of the New Jersey Southern Railroad at Long Branch, but resigned it in that winter to become a division manager in the transportation department of the Baltimore and Ohio. He held the latter position until 1877, then served as superintendent of the Virginia Midland for several months, and finally in January, 1878, became general superintendent of the Long Island Railroad. In 1879 he returned to the service of the Baltimore and Ohio, this time as assistant to the president, but was regularly advanced in office, becoming third vice-president in 1881, second vice-president in 1882; first vice-president in 1884, and president in 1887. Mr. Spencer's one year's service as president of the Baltimore and Ohio Railroad covered the period of the company's greatest embarrassment, but owing to his careful management all difficulties were overcome, and the system was placed upon a prosperous and paying basis. This achievement led to the invitation from the banking-house of Drexel, Morgan and Company (later J. P. Morgan and Company), to become their expert and representative in the vast railroad transactions on which they were entering at this time. His connection with this firm continued for many years, during which he was actively engaged in all of its numerous railroad operations, but in July, 1893, he became receiver for the Richmond and Danville and the East Tennessee, Virginia and Georgia Railroad Companies. Within a year the Southern Railway Company was organized to take over the properties of these defunct corporations, and Mr. Spencer was elected president. In this position he had ample opportunity to display his organizing and executive abilities, which had already distinguished him in all his previous connections. Under his administration of its affairs, the mileage of the railroad system controlled and operated by the Southern Railroad was more than doubled, having been increased from 4,391 miles, in 1893, to 9,553 in 1906, of which 7,515 miles were represented by the lines owned by the company, the remainder, by lines leased and controlled. During these thirteen years also the assets and properties of the railroad were correspondingly increased. Thus, in 1893, it operated with 623 locomotives and 19,694 cars which hauled a grand total of 3,427,858 passengers and 6,675,750 tons of freight, while in 1906 it operated 1,429 locomotives and 50,119 cars, which hauled 11,663,550 passengers and 27.339,377 tons of freight. In the meantime also the earnings were increased from $17,114,791 in the first year to $53,641,438 in the last, although the number of employees had been doubled from 16,700 in 1904 to 37,000 in 1906, and the salary expenditure more than trebled, or increased from $6,712,796 to $21,198,020. In fact, beginning with a new company formed to take over the properties of two railroads which had been operated at a loss, the Southern Railroad, by virtue of the management on the part of Mr. Spencer, was transformed into one of the great continental systems of North America, and the most important railroad in the whole section in which it operates. There was throughout the Southern States, of course, a pre-eminent opportunity to enlarge traveling facilities and build up the country, everything was in favor of the very enterprise which Mr. Spencer conducted to such success, but the accomplishment of the work demanded the leadership of a man possessed of the abilities of the true commander. Mr. Spencer possessed to an unusual degree the power to obtain and hold the faithful allegiance of the men under him. He was at all times interested in their welfare. He was the first, at all times, to move for the adjustment of all matters resulting in discontent and dispute among his men, and opposed movements leading to strikes by trying to eliminate the grounds for such unfortunate consequences of poor management. It is a noble and stirring tribute to his generalship and consistent humanity that four years after his death a bronze statue, paid for by subscription among his 40,000 employees, was erected to his memory at the terminal station of the Southern Railway in Atlanta, Ga. In addition to the office of president of this railroad, Mr. Spencer was also president of the Mobile and Ohio, the Alabama Great Southern, the Cincinnati, New Orleans and Texas Pacific, the Georgia Southern and Florida, and the Northern Alabama Railroad Companies, most of which were operated by, or in connection with, the Southern. He was also a director of several of these companies, as well as of the Central Georgia, of the Chicago, Milwaukee and St. Paul and the Erie Railroad Companies, the Old Dominion Steamship Company, the Western Union Telegraph Company, the Hanover National Bank of New York City, the Standard Trust Company, and the Trust Company of America. He was also a member of the New York Chamber of Commerce, the American Academy of Political Science, the American Forestry Association, the Metropolitan Museum of Art, the American Museum of Natural History, the New York Zoological Society, and the Association for the Preservation of the Adirondacks, all of New York City, also of the Union, Tuxedo, Metropolitan and Jekyl Island Clubs of New York; the Capital City Club of Atlanta, the Queen City Club of Cincinnati, and the Chicago Club of Chicago. He was actively interested in the great public questions of the day, and wrote and spoke on them with marked ability. Socially he was noted for his kindly and approachable manner, and his consistent ability to choose and keep a multitude of friends. Moreover, he possessed the faculty, all too rare among men of the present day, of meeting all men, high or low, great or small, upon the ground of a common humanity, which was capable of translating the loyalty of the employee into terms of the affection of the friend. On the occasion of the dedication of the statue of Mr. Spencer, W. W. Finley, his successor as president of the Southern Railway, spoke as follows: "Mr. Spencer was essentially an organizer and a builder. His highest ambition was the development of the Southern Railway into a more efficient transportation system, and thus making it a still more important factor in the

upbuilding and prosperity of the South. It was to this problem that Mr. Spencer was constantly devoting the best energies of his constructive mind, and, as we, his successors, carry forward the great work which he had planned, I believe that the people of the South will recognize, even more fully than they do today, the inestimable value to our entire section of the crowning work of his life. Standing before this terminal station, this monument will be seen daily by thousands of the citizens of Georgia and the other Southern States. It will stand as a perpetual inspiration to the youth of Georgia and of the South—portraying a Georgian, who by patriotism, strict integrity, a high Christian character, and untiring industry won honor and success in life and a reputation that endures after death." With similar high appreciation of Mr. Spencer's character and abilities, Hon. Robert F. Maddox, mayor of Atlanta, spoke as follows: "One of Mr. Spencer's most striking traits was his kindness of heart, and no higher tribute to his make-up can be made here today than the following excerpt from a letter of J. W. Connelly, of date 1 Jan., 1907, which Mr. Connelly, as chairman of the committee which built this monument, addressed to the employees of the Southern Railway, in which he said: 'Mr. Spencer's kindness of heart ever led him to treat with the same consideration his humblest employee and his highest officer. Mr. Spencer was one of the most accurate of men. In the study of any subject which interested him, whether historical, esthetic, or business, he went to the bottom, and when he spoke, it was *ex cathedra.* He was distinguished for a justness of mental vision and decision rarely possessed by men concerned with such a diversity of large questions. He was one of those men who sought to find the just path, and having found it, he walked straight forward. There were times when he lamented to his nearest friends about the bitter attacks against some of his railroad policies, but he always said that the time would come when the Southern people would understand him.'" At a meeting of the trustees of the Southern Railway, held 2 Dec., 1906, resolutions were adopted, lauding the work of Mr. Spencer as president of the company. Here the following sentences occur: "The personal qualities of Mr. Spencer, his integrity in heart and mind, his affectionate and genial disposition, his loyal and courageous spirit, his untiring devotion to duty, his persistent achievement of worthy ends and his comradeship on the fields of battle, of affairs, and of manly sport, combined to establish him in the loving regard of hosts of friends in every section of the country and nowhere more securely than in the affection of his fellow workers in the service of the Southern Railway Company. The importance of his service to this company is matter of common knowledge throughout the railroad world, but the character, the extent, and the consequence of that service are and can be appreciated at their full worth only by his associates . . . the mighty fabric which for twelve years he has been molding must continue under others to develop, and to improve in the service that it shall render to the public, but never can it cease to bear the impress, or to reveal the continuing impulse of the master mind of its first president. In the height of his usefulness and his powers he has been called away, but the inspiration of his shining example and his lofty standards must ever animate his successors." Mr. Spencer married on 6 Feb., 1872, Louisa Vivian, daughter of Henry L. Benning, judge of the Georgia Supreme Court, and a brigadier-general in the Confederate army. They had two sons: Henry Benning and Vivian Spencer, and one daughter, Vernona Mitchell Spencer.

SPERRY, Elmer Ambrose, inventor, b. at Cortland, N. Y., 12 Oct., 1860, son of Stephen Decatur and Mary (Borst) Sperry. His original American ancestor was Richard Sperry, a native of England, who, in 1634, while still a young man, emigrated from England, and became one of the early settlers of the New Haven colony in Connecticut. As recorded in Stiles' History, he resided in the second house between Mills Creek and Hudson's River. He is particularly deserving of a place in history from the fact that it was he who afforded protection for a considerable period to the "regicide judges," Goffe, Whalley, and Dixwell. Although on the restoration of the Stuarts to the throne, 1660, a general amnesty was proclaimed by Charles II, the members of the court who had condemned his father, Charles I, were not included. Of the fifty-nine men who signed the death warrant of the King, twenty-four were dead in 1660; twenty-seven were at once arrested, and nine of them beheaded, while the others fled from England and went into hiding. Of these, three, Maj.-Gen. Edward Whalley, Maj.-Gen. William Goffe, and Col. John Dixwell, fled to New Haven colony, and were taken in charge by Richard Sperry, who secreted them in a cave on his farm at West Rock, known now as the Judges' Cave. His children carried food and left it at a designated place in the forest, and at night the hunted men would secure it. They were safely kept until the pursuit died away, although large rewards were offered for their capture. Sperry's house was searched twice by the "red coats" in this interest. Capture meant death to Whalley and Goffe as they were special objects of the King's vengeance, because of their prominence in the affairs of the "Protectorate." They were not safe until 1688, when the Stuarts were succeeded by the House of Orange. A full account may be found in the history of three of the Judges of Charles I, by Rev. Ezra Stiles, president of Yale College, published in 1794. Only one copy is now available and that is in the Congressional Library, Washington, D. C. Richard Sperry's son, Richard (2d), built upon the Sperry farm near New Haven a stone house which still stands and is occupied by descendants of the builder, having never been out of the family. From Richard Sperry, the colonist, the line of descent runs through his son, Richard, and his wife, Martha Mansfield; through their son, Jonathan, and his wife, Mehitable Collins; through their son, Richard, and his wife, Abigail Northrop; through their son, Medad, and his wife, Elizabeth Hine; through their son, Ambrose, and his wife, Mary B. Corwin, grandparents of the inven-

tor. Deriving descent from a long line of representative people, who were alike strong in mind and strong in body, also representatives of all that goes to make the good citizen and consistent Christian, Elmer A. Sperry began life with a splendid heritage. He was educated in the State Normal School of his native town and during a single year (1879-80) attended Cornell University. Like most pioneers, however, his training in the lines of special efforts in after life came through his own labors and interest. Already in 1879, when not yet twenty years of age, he had become the inventor of a successful and revolutionary device, then perfecting one of the first electric arc lights in America, and securing its practical adoption. In the following year, although not yet of age, he had founded his own company, the Sperry Electric Company, of Chicago, and had entered upon the manufacture of arc lamps, dynamos, motors, and other electric appliances. This corporation, however, was only the first of a goodly series of enterprises launched to produce and market the products of his inventive genius. Indeed, his activities have been as various as they have been numerous, spreading out, in fact, into nearly every branch of electrical activity, and always with brilliant and conspicuous success. In 1883 he erected on Lake Michigan the highest electric beacon in the world, about 350 feet in height, and equipped it with 40,000 candle-power of arc lights. In 1888 he entered a competition and won the distinction of having been the first to produce electrical mining machinery. His inventions in this field cover a wide range of appliances, from reciprocating mining machinery to rotary and chain-cutting equipment, electric locomotives for mines, etc. Since the date of their first appearance, the Sperry mining appliances have ranked among the best known and most widely used of their class, and have represented a profitable field of business. Shortly after his first conspicuous successes in mining machinery, Mr. Sperry appeared also as a practical designer of electrical street railway cars, then achieving the first signs of the success and popularity that they have since attained. He founded the Sperry Electric Railway Company, of Cleveland, Ohio, to manufacture his cars, and continued with success and profit until 1894, when the stock and patents were purchased by the General Electric Company of New York, which still controls them. From the electric street railway car to the electric motor vehicle, the transition was easy and natural. At a time when the earliest pioneers of the American gasoline automobile were still conducting their experiments, Mr. Sperry appeared as an early designer of a successful electric carriage, which he manufactured for several years to fill such demand as was then available. He also drove the first American built automobile in the streets of Paris in 1896 and 1897, where a large number of these automobiles were sold and delivered. The field of electro-chemistry is also indebted to Mr. Sperry; an important commercial process for producing caustic soda and bleach, now used by the Hooker Electro-Chemical Company of Niagara Falls, N. Y., is due to his activity. To other work in this field is due the National Battery Company, which was organized and operates under Mr. Sperry's patents. Among other minor inventions may be mentioned his detinning process, now used by extensive detinning interests, and also his machinery for producing fuse wires, on which was based the Chicago Fuse Wire Company, doing an extensive business throughout the country. He was instrumental, also, in designing several varieties of machinery for the General Electric Company, the Goodman Manufacturing Company, and others. Previous to 1910 there were already six industrial corporations founded to manufacture Mr. Sperry's inventions, doing in the aggregate an annual business of upward of $5,000,000. With these companies Mr. Sperry has been actively connected in engineering and executive capacities. About 1890 he first turned his attention seriously to the possibilities of the gyroscope, which, since its first demonstration by the French scientist Foucault in 1851, had been little more than a scientific curiosity or mathematician's toy, though of large possibilities, and embodying obscure and intricate physical principles. Within the decade beginning about 1898, however, the phenomena of the gyroscope strongly suggested to a number of inventors profound possibilities in the direction of stabilizing ships at sea, and even rendering possible single rail tram cars. As in other connections, however, there is a wide gap between the recognition of the availability of a given contrivance for a special purpose and the devising of the means for applying it to the practical accomplishment of that purpose. Several inventors, both in America and Europe, worked on various applications of the gyro for steering torpedoes and for monorail railroads. In this field Mr Sperry has made a remarkable contribution to practical mechanics through the use of the gyroscope. This is in the perfection of the gyroscopic compass. The principle involved has been recognized from the earliest days of gyroscopic experiment. Indeed Foucault enunciated the principle in the following laws: "first, that the inertia of a rapidly rotating wheel, suspended with freedom to move upon all axes, is relative to space, and consequently that a gyroscope suspended in that manner will maintain its plane of rotation in space; second, that a gyroscope suspended with its axis of rotation horizontal, and with freedom about the horizontal axis partly or wholly suppressed, will tend to precess, or turn, about the vertical axis in an effort to place its plane of rotation coincident with that of the earth." As may be seen, then, the action of a given gyroscope is precisely that of a mechanical magnet, in which the immensely rapid rotation of the axis is analogous to the interatomic "circulation" of the magnetic forces in a bar of magnetized steel. It shows also the effect of "polarity," since the direction of rotation, "clockwise" or "counter-clockwise," determines precisely which end of the rotating axis shall point to the north. Turning away from the unsatisfactory methods of using mercury floats to sustain the rotating wheel, Mr. Sperry produced what he calls "reducing the whole gyroscope proposition to a strictly mechanical basis easily within the comprehension of all and containing no unknown quantities," such as are liable



Elmer A. Sperry.

to be incurred with the use of mercury, etc. Mr. Sperry also employs an excellent method of driving his gyroscope, using the wheel rim as the rotor of a three-phase electric motor, reducing the gyroscopic compass to a perfectly practical basis, immensely superior to the magnetic compass. It involves the further advantage that the master compass may be placed at any convenient safe place, and that the record at all times may be read on "repeating instruments" at other parts of the ship, being transferred electrically. It remained for Elmer A. Sperry to produce entirely practical apparatus for the stabilization of ships. Proceeding upon thoroughly scientific principles, and as the result of lengthy experiments, he set himself deliberately to the problems relating to the placing, mounting, and driving of the apparatus so as to secure the maximum of effect under all conditions. In the solutions of these problems lie the successful issue of Mr. Sperry's experiments. Previous to his successful solutions, several noted engineers had attacked the problem of stabilizing ships, notably by the use of moving weights on vertical axes, or by the installation of large tanks of water. In both cases the apparatus depended for effect upon a certain periodicity in the movement of the vessel, and was of little use under other conditions. With the use of the gyroscope, however, as explained in the words of Mr. Sperry himself, there is no need to depend upon "any particular period of the boat; it simply responds to whatever motion the ship has, synchronous or non-synchronous. Barring the matter of list produced by the changes of center of gravity of the ship by the moving weight, the reason is perfectly apparent when you recall the magnitude of the stresses obtainable from a small machine. Every pound in the rotating mass of the gyroscope can easily be made to do the work of from 150 to 200 pounds, and directed in any desired line or plane, whereas, when we use water or any other form of moving weight, each pound represents a pound only, and can do the work of only a pound, and only in a vertical direction." By the use of the gyro stabilizer all rolling of the ship is entirely prevented, i.e., the ship never begins to roll—rolling being prevented in its incipiency by neutralizing each wave impulse as it arrives from either direction, be it large or small, inasmuch as rolling of ships is always caused by an accumulation of individual wave impulses; a ship so stabilized possesses many technical advantages over a rolling ship outside of those that are apparent, such as level gun platform, comfort to passengers and crew, preserving live stock in transit, preserving the ship's structure from excessive wrenching and stress, etc., etc. His gyroscopic stabilizer for ships has been already successfully applied to a warship of the United States. With the advent of the aeroplane, also, the problem immediately emerged as to how the new device was to be prevented from losing its balance in the air and being precipitated to the earth, an accident which occurred only too often in the earliest days. To this question several inventors proposed mechanical solutions, such as warping tips, auxiliary wing tips, ailerons, etc., but the idea specially dawned upon the most advanced engineers that only some kind of kinetic stabilizer operated at a high speed could appropriately imitate the self-balancing action of the living flying-machine, viz., the bird or insect; and the thoughts of designers inevitably turned to the gyroscope as the most promising solution. Mr. Sperry's apparatus for aeroplanes seems to be the only really efficient device of its kind as yet invented. In recognition of his contribution to the science of aviation, he was in December, 1914, awarded the Collier trophy offered for the most valuable contribution to aeroplane construction and operation during the current year. Mr. Sperry's various inventions are protected by over 250 patents in the United States and foreign countries. His achievements have been recognized by various learned bodies, and by the first prize of the Aero Club of France, the medal of the Franklin Institute of Philadelphia, the first in recognition of his gyroscopic aeroplane stabilizer, the latter of his gyro compass for ships. Mr. Sperry is a member of the American Institute of Electrical Engineers, of which he was a founder; as he is also of the American Electro-Chemical Society; of the American Society of Mechanical Engineers; the American Chemical Society, the Society of Naval Architects and Marine Engineers, the Aero Club of America, the Engineers' Club of New York City, and several social organizations. He married, in 1887, Zula Augusta, a daughter of Edward Goodman, proprietor of the "Standard" of Chicago, and a prominent man of affairs. They have three sons and one daughter: Edward Goodman, Lawrence Borst, Elmer Ambrose, Jr., and Helen Marguerite Sperry.

TOWNE, Henry Robinson, engineer and manufacturer, b. in Philadelphia, Pa., 28 Aug., 1844, son of John Henry and Maria R. (Tevis) Towne. He traces his descent from William Towne, of Yarmouth, England, who emigrated to America in 1640 and settled near Salem, Mass. John Henry Towne, father of Henry Robinson, was long identified with the engineering industries of Philadelphia, and was actively interested in scientific pursuits of all kinds, particularly in those connected with his profession. During his later years much of his time was given to the advancement of the University of Pennsylvania, of which he was one of the trustees, and to which he bequeathed nearly $1,000,000 to organize the scientific department, now known as the Towne Scientific School. Henry Robinson Towne was educated at private schools and entered the University of Pennsylvania in the class of 1865, but left without graduating to enter upon his professional career. In 1866 he went abroad to study engineering establishments in England, Belgium, and France, and during a six months' stay in Paris attended lectures at the Sorbonne. In 1887 the honorary degree of M.A. was conferred upon him by his alma mater. His first employment was as a mechanical draftsman in the Port Richmond Iron Works, Philadelphia, where he received his early training in mechanics and engineering. Besides general engineering work, he was engaged on the construction of heavy machinery in the monitors "Monadnock" and "Agamenticus," at the Charlestown (Mass.) and Kittery (Me.) navy yards. In October, 1868,

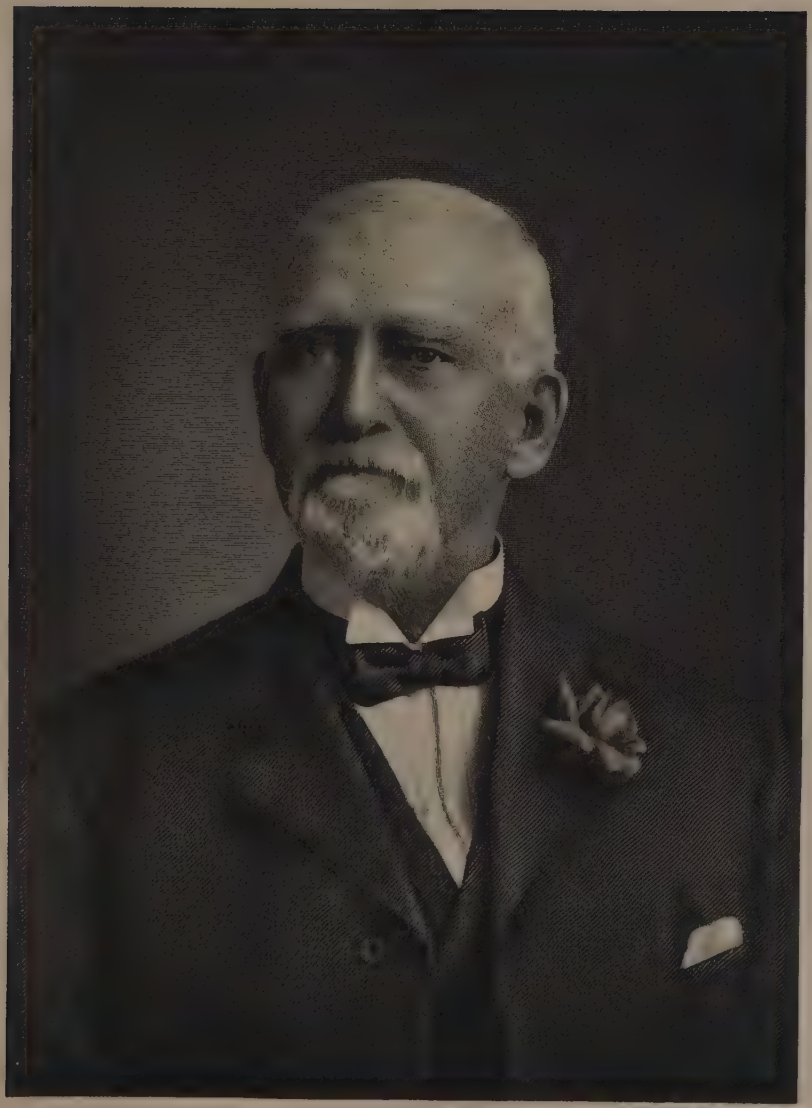
he formed a partnership with Linus Yale, Jr. (q.v.), the inventor of the Yale cylinder lock, and went to Stamford, Conn., where the Yale Lock Manufacturing Company was organized and a small factory building, employing at the start thirty hands, was erected. Mr. Yale died suddenly within two months, leaving the young enterprise in the hands of Mr. Towne and John B. Yale, the former's son. Mr. Towne succeeded to the presidency in 1869 and has remained in practical control ever since. During all the years of experiment, expansion, and continuous progress, Mr. Towne stood at the head of the concern and shouldered the weight of responsibility. As time went on and the business increased, he was required to devote more and more attention to the larger questions of policy and trade relations, and in the late nineties he began a search for a capable assistant to take charge of the works. The choice fell to Frederick Tallmadge Towne (q.v.), his son, who retained the position until the time of his death in February, 1906. Mr. Towne was president of the American Society of Mechanical Engineers in 1888-89, and in 1889 was chosen chairman of a party of over three hundred American engineers which visited England and France as the guests of the engineers of those countries. He has written considerably on engineering and mechanical subjects. He is the author of "Towne on Cranes" (1883) and "Locks and Builders' Hardware" (1904). Mr. Towne has also attained success as a writer on practical subjects; he presented a paper at the annual meeting of the Society of Mechanical Engineers in 1906, entitled "Our Present Weights and Measures and the Metric System," in which the history and technical aspects of the metric system are ably and interestingly discussed. In 1907 he was honored with election to the presidency of the Merchants' Association, New York, and was re-elected annually until he resigned in 1913. He has been active in the work of the association since 1900, when he became a member of its committee which investigated the Ramapo water project, and rendered valuable services in that connection. He then became, and still remains, chairman of the association's committee on water supply, and particularly the undertaking of the Catskill project. From 1903 to 1914 he was a member of the executive committee of the association and took a prominent part in the important work which, as president of the association, he long personally directed. He was the mediator who, with Mayor Gaynor, brought about the settlement of the big express strike in New York in 1911, and later he has directed the movement which resulted in an investigation of the express companies by the Interstate Commerce Commission, and a reorganization of the express business, accompanied by a material reduction in the entire schedule of rates. In April, 1912, he prepared a memorial to Congress on the Sherman Anti-Trust Law, in which he convincingly argued that the Sherman Anti-Trust Law, as now construed, adversely influences the industry and commerce of the country. He then reviewed the Combines Investigation Act of Canada, and argued for similar legislation here. As president of the Merchants' Association, he helped to establish its bureau of publicity, which aims to make known the mass of hitherto hidden facts advantageous to New York; its industrial bureau, which gathers and distributes information relative to New York's industrial and commercial advantages; its foreign trade bureau, intended to stimulate foreign trade; and its traffic bureau, devoted to protecting the interests of New York in all readjustments of freight rates. He is a stanch advocate of organized business. Mr. Towne was one of the organizers of the National Tariff Commission Association in 1909, and has been its treasurer and a chief promoter of its aims ever since. These aims may be briefly summarized as the creation of a permanent, non-partisan tariff commission for the scientific ascertainment of facts as a basis for legislation by Congress. In an address before the National Convention at Indianapolis in 1909, since published and widely circulated under the title of "The Neutral Line," Mr. Towne presented, in clear, concise, and striking form, the main arguments for the scientific study of tariff problems, at home and abroad. In June, 1911, he prepared, as chairman of a special committee of the Tariff Commission Association, a "Report of an Investigation of the Tariff Board," which is a careful study of the technical work of the tariff board, and the findings of the committee were presented to Congress by President Taft. Mr. Towne also took a prominent part in the hearings before the Interstate Commerce Commission in 1911 in relation to the proposed general increase by the railroads in freight rates. In 1914 he was elected, by the banks of New York City, a director of the new Federal Reserve Bank of New York, and took an active part in its organization. Mr. Towne is a member of the University, Century, Union League, Hardware, Engineers', and St. Anthony Clubs. Since 1892 he has made his home in New York. He was married in 1868 to Cora E., daughter of John P. White, of Philadelphia, Pa., by whom he had two sons: John H. and the late Frederick Tallmadge Towne. Although one of the youngest of the commercial organizations of New York City, the Merchants' Association, of which Mr. Towne was president, is the largest and, in many respects, the most influential. It includes in its membership all the leading business men of the city, covering every field of business activity. Many of the leading professional men are also members. The association was organized in 1897, being incorporated under the Membership Corporation Law of the State. Soon after its incorporation, in 1898, the city of New York found its water supply inadequate and there was fear of a water famine. The Ramapo Water Company, aided by a group of city officials, attempted to impose upon the city a contract which would have cost the city $100,000,000, leaving it without any water supply system at the end of the contract. The Merchants' Association led the fight against this contract in a campaign which involved an expenditure of $40,000 and extended throughout the State. Largely through its efforts, the scheme was defeated and the charter which had been obtained from the legislature to enable the company to hold the city at its mercy was finally repealed. The association has always taken great interest in the adequacy and purity of the city's water supply, recognizing the fact that this supply is of the ut-

Henry R. Towne.

most importance to the city. It has also been vigilant in preventing the unnecessary contamination of the waters about the city with sewage. Much of the work of the association is conducted through its standing bureaus and committees. The committees are made up from the membership, the members being appointed by the president of the association, William Fellowes Morgan. They consider subjects brought forward for the consideration of the association, and report to the governing body, the board of directors. The bureaus include the Research Bureau, which makes investigations and prepares material for the use of the association and its committees in the consideration of various subjects and projects of importance to the city. It also prepares arguments for presentation before Congressional or Legislative Committees or public officials. Through a subdivision, it examines and prepares abstracts of all bills of importance introduced into the legislature. The Traffic Bureau renders service of a twofold character. First, the protection of New York in its relation to other cities and manufacturing sections of the country under the readjustment of the freight rate structure of the country, which is now taking place as a result of new conditions. This work is of fundamental importance because to a material extent the future of the city in manufacturing and as a trade distributive center will be largely determined by its competitive relation with other cities in freight rates. Second, service to members in connection with the daily problems and difficulties arising from the physical shipment and receipt of goods. This service comprises information concerning rates, route, classifications, methods of packing, validity of claims, form in which claims should be presented, rules and regulations relative to terminal regulations and charges, etc. Tariff and classification files are maintained for the use of members. This service is being used to a great advantage by an increasing proportion of the members of the association. The Industrial Bureau has recently been organized and is now continuing the work of surveying various lines of industry in the community in order thus to ascertain the exact conditions and to gather information concerning the various factors which enter into the advantageous or disadvantageous position of New York City for those particular industries. The Industrial Bureau is working in full harmony with those interests engaged in upbuilding the various sections of the city, and is locating here new industries whenever it can be shown, as a result of the survey, that the conditions in New York are favorable for the successful operation of such industries. The Foreign Trade Bureau has been supplying information in connection with an average of 125 commodities a week, giving information concerning actual trade opportunities to an average of about 750 business houses each week. Much assistance has been rendered in connection with the importation of goods purchased in Germany, Australia, and Belgium; the delivery of American manufactured goods intended for the various countries directly affected by the war; and the regulation of exchange with Holland. The work of the Foreign Trade Bureau is rapidly developing in scope and in value and in the future it must be of prime importance to members of the association in particular and the community in general. The Convention Bureau has made New York the leading convention city of the country. Largely as a result of its efforts, 663 conventions were held in New York in 1916, a larger number than has been recorded by any other city excepting San Francisco, which had about 700 conventions during the Panama-Pacific Exposition year. The Publicity Bureau obtains free advertising for New York City and its business interests and attractions. It also assists in obtaining public support for projects championed by the association which are of value to the city. The advertising which it obtains without charge would cost upward of a quarter of a million dollars a year if paid for at the usual rates. The association has also a Membership Bureau, whose duty it is to keep in touch with the membership of the association, to answer complaints and to maintain the level of membership necessary to efficient work. The association has been successful in bringing about the readjustment of telephone rates for the proportionate benefit of the various classes of telephone subscribers. As far back as 1907 the association secured reductions in telephone charges in this city amounting to $1,500,000 a year. Again, in 1913, the association moved for a general revision of telephone rates and a new scale of charges based upon an appraisal of the telephone company's property, the value of the property used by each class of subscribers and the extent of use by each class. The Public Service Commission took the matter under consideration and finally agreeing with the association, made a ruling which saves to the telephone subscribers in this city a total amount of $2,250,000 a year. Through the active efforts of the association, the State of New York and the United States government joined in a suit to restrain the State of New Jersey from discharging the entire sewage of the Passaic Valley into the upper bay. This resulted in a modification of the plan, which substantially prevents pollution from this source. The association induced the United States government to compel Westchester County to install a sewage purification plant at the Hudson River outlet of the Bronx Valley sewer and it is now moving to enforce the fulfillment of this agreement. It started the fight which the city is now waging for the removal of the Mohansic State Hospital and the New York Training School for Boys from the Croton Watershed and their location elsewhere. If these institutions should be built in the watershed, their sewage would contaminate the Croton water supply with grave danger to the city's health. Largely upon the strength of an investigation and report made by the association, the city has given its approval to the immediate extension of the Catskill water supply system to include the Schoharie Basin. The associaiton was a chief agent in securing a constitutional amendment exempting water bonds in computing the city's debt limit. The association prevented the construction of the useless Paterson Reservoir in the Bronx, at a cost of $3,500,000, by procuring an injunction against the Aqueduct Commission which was followed by the abolition

of that body. The Committee on Foreign Trade after an exhaustive study has recommended to the association the approval of the general proposition to establish a free zone in this port somewhat similar in type to the Free Port at Hamburg. The committee's recommendation has been accepted and the association is now advocating the establishment of such a free zone. Upon the initiative of the association, a Joint Committee, representing the various commercial interests and the trunk line railroads, has been created, and a Board of Engineers provided for, to fully study the entire terminal situation and recommend plans for a complete reorganization of the city's terminal facilities. This is one of the most important movements ever undertaken for the protection of New York's prosperity. The association first suggested the Brooklyn waterfront terminal railroad and actively supported the legislation which has made this important improvement possible. It has been active in the movement for readjustment of the New York Central Railroad Lines along the Hudson River in such manner as greatly to improve rail shipping facilities and to release the Hudson River waterfront for the more complete use of water-borne commerce. The association opposed the adoption of the so-called "Ship Purchase Bill" upon the basis that the bill was wrong and harmful in principle, and would fail, if adopted, to accomplish the results intended. The association has been active in connection with matters relating to national defense, advocating greater co-operation on the part of employers, including the city of New York, in favoring enlistment in the National Guard and Naval Militia on the part of their employees and in giving them the time necessary for military duty without a deduction from salary or vacation period. The association is officially advocating the adoption by the federal government of proper provisions for national defense, involving the speedy increase of the navy until it is restored to its former position of second naval power on the Atlantic and until it is in the position of first naval power on the Pacific. The association was mainly instrumental in the creation by law of an effective Bureau of Fire Prevention and the adoption of systematic inspection as a means of reducing fire hazards, and lessening the insurance burden. The association first suggested and effectively urged the construction of the existing high-pressure water service for fire prevention, which was followed by a substantial reduction of insurance rates. The association, during several years, in co-operation with the fire insurance authorities, urged upon the city the construction of the new fire alarm service. The association has systematically and successfully promoted the enforcement of ordinances relating to placing rubbish in the streets, exposure of ashes and garbage, regulation of traffic, use of sidewalks, etc. It prepared and published a summary of ordinances relating to these and similar subjects which has become a standard manual for police use. More than 40,000 copies have been distributed. The association has offices on the ninth floor of the Woolworth Building, occupying most of the floor. These headquarters contain an assembly-room for the use of the members and for hearings which bring together a considerable number of the members, and a directors' room in which the meetings of the Board of Directors and Executive Committee are held, and the offices of the bureaus which the association conducts. In the headquarters also is a library containing publications of current or permanent value relating to the work of the association.

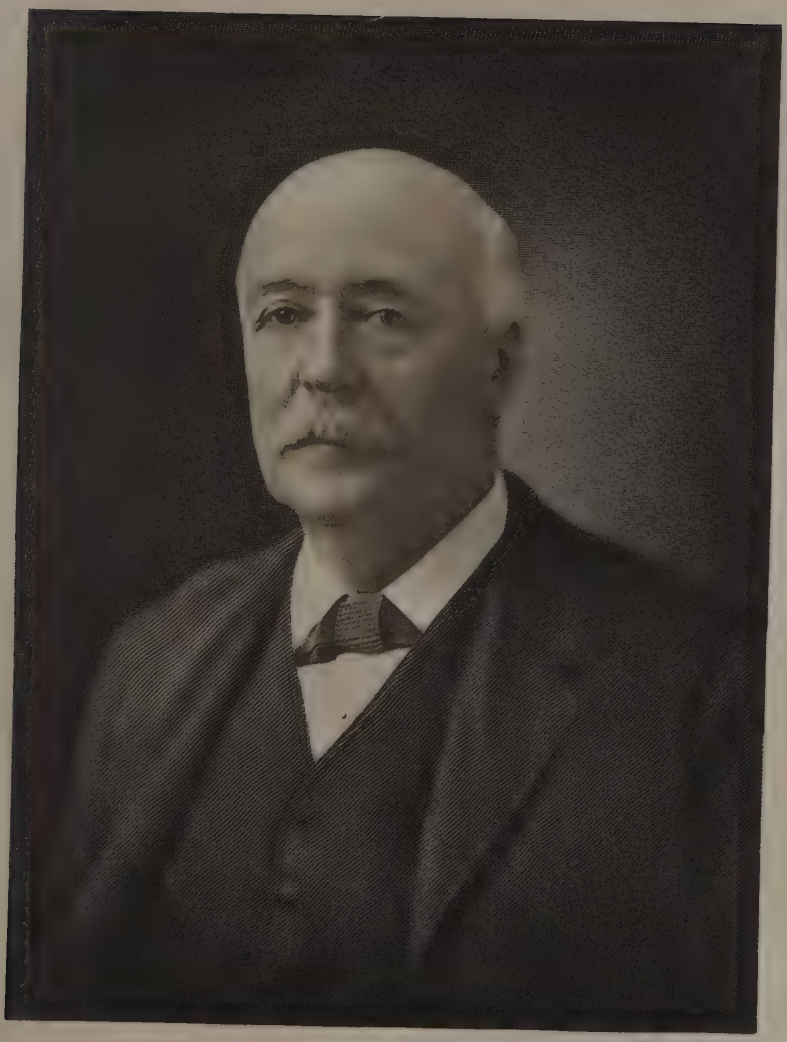
INGRAM, Orrin Henry, lumberman and banker, b. at Southwick, Mass., 12 May, 1830, son of David Asel and Fannie (Granger) Ingram. The family is of English origin, the first representative in this country having been David Ingram, grandfather of O. H. Ingram, who emigrated from Leeds early in the nineteenth century, and located at Southwick. The father was a farmer, first at Southwick, later at Saratoga, N. Y., where he died in 1841, leaving his widow and eight children. At this time young Ingram was taken into the home of a farmer named Palmer, who resided seven miles from Glens Falls, N. Y., and remained with him for two years. At the end of this period, he took up his home with a family named Boyd at Bolton, N. Y., where his mother, now remarried, was then residing. In the intervals of doing "chores" for his board and lodging, he attended the neighborhood school, laying the foundations of a rudimentary education. Later he resided for a time with Nathan Goodman, a farmer of Goodman's Corners, where he did chores and attended school, until, having found this life too "monotonous," he persuaded Mr. Goodman to allow him to return to his birthplace in Massachusetts, and try to find a favorable "opening" there. Having made the journey over the newly-finished Boston and Albany Railroad, he came to the house of his mother's brother, Asahel Granger, who took a large interest in the lad, and did his best to have him apprenticed to some good trade, first at the government arsenal at Springfield, later at a locomotive works, then recently opened in the same neighborhood. Openings in these establishments seemed few and difficult to obtain, and young Ingram was regretfully obliged to accept such employments as were available. He served for about six weeks as clerk and general hand in a small hotel at Southwick, also earning a small additional income by ringing the bell of the village Congregational Church, three times daily, to indicate stated hours. This occupation, however, proved unsatisfactory to the young man, who evidently seemed to feel himself capable of greater things, and was anxious to obtain a suitable start. He returned, therefore, to New York State, and accepted the offer from Harris and Bronson, to work in their sawmill at Lake Pharaoh. This was the beginning of Mr. Ingram's real active career, and his introduction into the lumber business, in which he has made so conspicuous a success. He began his work here operating an edging machine, which, according to the process then followed, worked by cutting off one edge of a plank, and having brought it back to the starting point, the other also. This was a crude method, as viewed from the practice of the present day, and involved nearly twice as much work for the operator, but the satisfaction of actually earning his living at a



O H Ingram

trade with real prospects, greatly appealed to the young man, who missed no opportunity to acquaint himself thoroughly with all the details of the business. His industry and character so appealed to his employers that they did not hesitate to leave him in full charge of the mill at the end of two years' employment. About this same time Mr. Ingram received an offer of the managership, at a salary of $1,000 per year, from the Fox and Angling Company, who were interested in the building of a new sawmill about eight miles from Kingston, Canada. He gladly accepted this position, and soon afterward proceeded to Canada. The mill was located on the line of the Rideau Canal, was operated by water power, equipped with the latest patterns of gang saws, and had a working capacity of about 150,000 feet per day. Mr. Ingram arrived in time to superintend the completion of the building and the installation of the machinery, and, thereafter, for several months conducted the business with marked efficiency. The neighborhood was unhealthy, however, and he suffered considerably from chills and fever, as did also a number of the men employed about the mill. After staying one year, he accepted an offer to superintend the building and starting of a steam mill at Belleville, on the Bay of Quinte, some fifty miles from Kingston. He completed this mill and two others within the next eighteen months, superintended the operation of the first one completed during the summer months, and then erected another on the Moirah River about nine miles distant. In the meantime, lured perhaps by Mr. Ingram's accounts of the great development of the lumber business in Canada, his old employers, Harris and Bronson, purchased a millsite at Bytown (now Ottawa) and started the erection of a first-class power mill. Mr. Bronson was anxious to secure the services of Mr. Ingram, who had, in the meantime, married his wife's sister, and made him a sufficiently satisfactory offer to draw him from his Belleville connections. On the completion of the mill, Mr. Ingram undertook its management, taking his pay according to the amount of lumber actually sawed, the agreed rate being 75 cents per thousand. On this basis he was able to earn on the average $10.00 per day. Although, in order to achieve this result, he had, as he states, done the work of three men, having only two assistants, sawing 150,000 feet per day and paying their wages out of his own gross receipts, Mr. Harris suggested a reduction of the scale, giving him 50 cents per thousand instead of 75 cents. This was too much for the ambitious young man, who was only too willing to work hard for his money, and had actually saved his employers more than the difference between their low figure and that for which the average superintendent could be expected to do the work. Consequently he resigned his position, and immediately entered the employ of Gilmore and Company, then the largest lumber concern in the British possessions or United States, as superintendent of all their mills in Canada and the eastern provinces, at a salary of $4,000 per year. This company, which had several large mills at various points, notably at Trenton, Gatineau, Ottawa, and Quebec, exported an immense amount of sawed lumber and square timber to the United Kingdom, and other parts of Europe, owning, as stated, as many as 600 vessels on the Atlantic. They operated under the name of Gilmore and Rankin in New Brunswick, as John Gilmore and Company, in Quebec, as James Gilmore and Company, in Montreal, as Allan Gilmore and Company, in Ottawa, and as Pollock and Gilmore in London, Liverpool, and Glasgow. Mr. Ingram quickly demonstrated his ability, not only as a competent manager, but also as a thoroughly practical millwright by suggesting and installing several novel features in the machinery and equipment of the mills and his salary was increased to $6,000 per year. Several of these new machine features were of his own invention, thus demonstrating a marked mechanical genius in the young manager. At the time of his incumbency the mills were turning out, on the average, 500,000 feet of sawed lumber daily at the Gatineau mills, and a less amount per day at the other mills. About 1853 the Gilmores purchased a tract of land in Troy, N. Y., and laid out a lumber yard at the junction of the Mohawk River and North River. To this point the lumber was brought down in canal boats. Mr. Ingram began operations here by designing a special arrangement of railroad tracks to convey the lumber from the boats to the yard. The result was still further advanced by the use of cars specially designed by himself, each one having a turntable, turning on a centered kingbolt so that the lumber could be conveniently transferred from one car to another, when the tracks were at right angles, thus avoiding switches or curves. This mechanical improvement has done a great deal to make the business of lumbering easier and profitable. While with the Gilmores Mr. Ingram made extensive journeys through the lumber country near Quebec, the company owning mills at Wolf and Indian coves, also into Michigan, in order to investigate the opportunities there, since, even in the possession of a business connection that netted him a handsome income, he felt ambitious to make a trial on his own account. About this time, he invented the first gang edger ever used in the lumber business in America, had several machines built to his designs in Ottawa, and installed in the Gilmore mills. Not being a citizen of Canada, he was unable, at that period, to secure patent rights. This was a misfortune, since, on this machine alone, he could undoubtedly have realized profits to the amount of many millions of dollars. Mr. Ingram's neglect in this particular, however, did not deter others, who had seen his machines working in his mills, from applying for and obtaining patents. One of these men offered him a royalty on all machines sold in Wisconsin but this arrangement was not to Mr. Ingram's liking, and his refusal eventually compelled those who sought to profit by his efforts and genius to relinquish their efforts to maintain their rights by legal proceedings against alleged infringers. In 1857 Mr. Ingram finally broke away from the Gilmores, on account of overwork, after securing a man in his place, and began in the lumber business on his own ac-

count, in association with a millwright and engineer, named Donald Kennedy, who was an old employee of the Gilmore Company, at Eau Claire, Wis. During the next forty or forty-five years they cut and floated down the Chippewa River to their mill many millions of feet of logs. In order to handle properly this immense output, various devices were attempted, and successfully operated, although there was considerable opposition on the part of some of their competitors. The constantly growing difficulty of arranging for the sorting of logs belonging to the various mills operating along the Chippewa and Mississippi eventually led to the incorporation of the pool, known as the Chippewa Logging Company. This concern later purchased the plant and lands of the Union Lumber and Boom Company for $1,275,000, issuing bonds at 5 per cent for $1,000,000 and paid cash $275,000. Mr. Ingram was active in the management of the combination from the time of its incorporation, and later became vice-president, an office which he still holds (1914). The company, also after an extended fight against organized opposition, finally succeeded in obtaining a franchise from the Wisconsin legislature to build a dam below Chippewa Falls, for water power to operate the sawmills and for sorting logs. The construction of this dam, with the necessary accessory works, was undertaken by the Dells Improvement Company, of which Mr. Ingram was the first president. The building of the dam was provided for by the subscriptions to the capital stock of the company, which amounted to $100,000. The city of Eau Claire also issued bonds to the amount of $100,000 although only $90,000 was necessary, the interest to be paid on the booming charges. The installation of all necessary improvements, including a large area of water to hold the logs that were to be stopped for sorting, also separate flumes and sluiceways into Half Moon Lake. All these operations called for the expenditure of ready money, and the directors of the company were often at a loss to supply the demands. In the course of his management of the business of the company, Mr. Ingram was drawn into the banking business also, in partnership with DeWitt Clark, treasurer of the Dells Improvement Company. He purchased the interest of C. E. Spafford, whose health had failed, in the banking-house of Spafford and Clark, which thereafter became Clark and Ingram. Because of the high reputation for integrity and business capacity enjoyed by both partners, the firm immediately won, and always maintained, a standing throughout the country. After vainly trying, through several agents, to arrange for selling the city bonds in New York and Philadelphia, Mr. Ingram himself undertook the matter, and consummated it satisfactorily in the one-day visit to the metropolis, armed with a strong letter of recommendation from his banker in Chicago, W. F. Coolbaugh, president of the Union National Bank. The letter from Mr. Coolbaugh was to Austin Corbin referring to Mr. Ingram in most complimentary terms and it influenced the house of Ballou and Company to purchase the bonds. The money was paid in on very favorable terms, and the success of the dam project was fully assured. Even after its erection, according to the specifications of the best engineers available to the projectors, it was found that even greater strengthening was required, in order to resist the great head water liable to follow on the spring floods. Among the other enterprises which took advantage of the power facilities afforded by the building of the dam was a small paper mill company, which in 1879 erected a mill, and began the manufacture of paper from rags. The stock of the company was largely subscribed by small investors, many of whom were persons of limited means. Consequently, the failure of the project threatened many of them with the loss of all their savings. This was the very sort of contingency which appealed to the interest of Mr. Ingram, who, although a man who had made a large success through his own efforts and industry, retained, nevertheless, a vivid sense of the meaning of privation. Accordingly, with the intention of purchasing the plant and property with no other desire than to protect the small shareholders, he attended the sale, and although others were determined to obtain the plant, raised the bidding to $48,500, only $1,500 less than the actual capitalization of the company. His kindheartedness, however, had thus saddled him with a plant, and the necessity of conducting a business of which he knew nothing. He succeeded, however, in obtaining capable paper men to take over a part of the property, and operate the mill and eventually disposed of his entire interest, only receiving back his original investment—no more. The mill was later rebuilt and equipped with machinery for manufacturing paper from wood pulp, a logical development in that region, and has since been increasingly prosperous. On several other occasions Mr. Ingram has been persuaded to take over the property of the Chippewa Valley Light and Power Company, in which he had already invested $25,000 to assist the originator in his difficulties. He has also invested considerably in Southern lumber lands, particularly in Louisiana and Mississippi, being interested in the Louisiana Long Leaf Lumber Company, the Louisiana Central Lumber Company, the Gulf Lumber Company, the Ingram-Day Lumber Company of Mississippi, and others. He has also invested on the Pacific Coast in the Weyerhaeuser Timber Company of Washington. In the meantime, Mr. Ingram's Wisconsin enterprises prospered greatly. On the withdrawal of his partner, Mr. Kennedy, in 1882, he reorganized the business of his firm and incorporated it as the Empire Lumber Company, capitalized at $800,000, with himself as president. He continued in active management of the business until 1907, since which time he has been largely engaged in the closing out of its affairs. Mr. Ingram organized, in 1882, the Eau Claire National Bank, as successors to the banking-house of Clark and Ingram, becoming its president and later he was elected president of the Union National Bank. His benevolent activities have been many and constant. He contributed $20,000 toward the building of the Y. M. C. A. of Eau Claire, Wis., donating a commodious building, Ingram Hall, to Ripon College, and



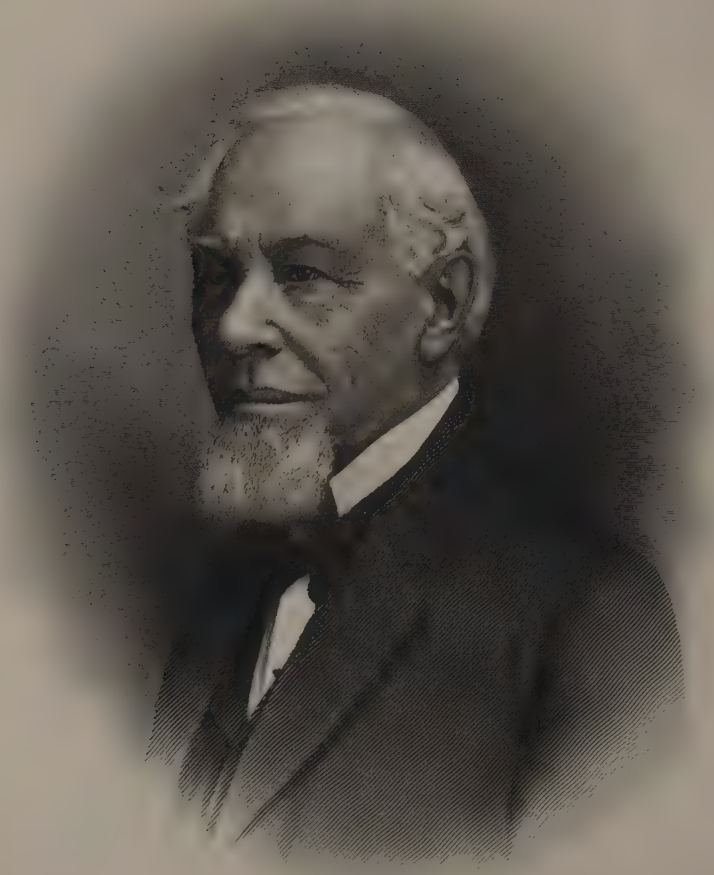
A. Agassiz

has been a cheerful assistant in numerous movements for the public good and the education of youth throughout the Middle West. He has always been an active and devoted member of the Congregational Church, and since coming to Eau Claire has been in the front rank of those who have sought to extend the activities of this denomination in Wisconsin and elsewhere. He has also earned a wide reputation as a builder of handsome edifices in various parts of the country. In 1911 and 1912 he built the Ingram Memorial Congregational Church of Washington, D. C., in memory of his son, Charles H. Ingram. The cornerstone was laid by President Taft with much ceremony in 1911. He also built the Fanny Ingram Memorial Chapel at Boise, Idaho. Mr. Ingram has presented to the city of Eau Claire a handsome bronze statue of Adin Randall, a tribute of high regard from a successful man to a truly remarkable one. Mr. Randall had influenced Mr. Ingram to locate in Wisconsin, pointing out to him the advantage and opportunity afforded by the vast forests of pine. Mr. Ingram has been a member for many years of the American Board of Foreign Missions and at the meeting held in Hartford, Conn., in 1906, he was instrumental in bringing about the release of Ellen Stone and her companion, the American missionary who was in the hands of the brigands in Bulgaria. Mr. Ingram offered to be one of ten men to contribute $80,000 for her release. Afterward the government authorities at Washington paid the necessary money to release her. In 1905 he was appointed, by Governor LaFollette, a member of the Wisconsin Capitol Commission, on which he still serves. He was elected president of the body on its first meeting, and still holds the office. Nor can we doubt that the work of building this, the most beautiful of our State capitols, if not one of the most beautiful buildings in the world, has been in a very real sense another monument to the extraordinary talent and taste of these captains of industry. Mr. Ingram has insisted in rendering all services to this commission free of salary or charges of any kind. He has been a member of the Iroquois Club of Chicago, of the Milwaukee Club of Milwaukee, and is now of the Eau Claire Club of Eau Claire, Wis., also of several of the leading boards and associations of the Congregationalist denomination. He was married 11 Dec., 1851, to Cornelia, daughter of Capt. Pliny Pierce, of Federal Hill, N. Y. They have had six children, of whom two are living, Miriam, wife of Dr. E. S. Hayes, of Eau Claire, and Erskine B Ingram, who is associated with his father in the management of his numerous and great enterprises. Another son, Charles Ingram, died in 1907, Fanny, wife of W. J. Shellman, of Chicago, in 1896, and two daughters in infancy.

RANDALL, Adin, lumberman and pioneer, b. Clarksville, Madison County, New York, 2 Oct., 1829; d. Reed's Landing, Minn., April, 1868. School facilities were meager in those days and he had no great opportunity to take advantage of even the little education obtainable. In his youth he learned the trade of carpenter and worked at it until he was twenty-five years of age. In 1854 he moved west and settled in Madison, Wis. There he became a building contractor, making a little money he built a small portable sawmill in Eau Claire in the fall of 1855. He located there in the same year, and seeing the advantage of the location, sold his interest in the sawmill. He became associated with Gage and Reed, but soon sold out and purchased the land which is now the west side of the city of Eau Claire south of Bridge Street and between Half Moon Lake and the Chippewa River, and was known as Randall Town. To the northward it was a wilderness, but he realized the future of Eau Claire. He built a small planing mill, and secured the right to operate a ferry on the Chippewa River. Having great faith in the future of Eau Claire, which is now realized, he donated the land for Randall Park to the corporation, also the site for the West Side Cemetery, also the land to the First Congregational Church and had planned to build his own residence upon the site now occupied by the courthouse. Owing to depressed financial conditions from 1857 to 1860, Mr. Randall sold his planing mill, and the property he owned was sold to meet the claims of mortgagees. He then moved to Chippewa Falls, remaining there but a short time, and then built a sawmill at Jim Falls. Later he purchased a grist mill at Reed's Landing and made it over into a sawmill, which he operated until his death, at the age of thirty-nine years. In 1856 he was elected the first County Treasurer. Mr. Randall invented the sheer boom, which revolutionized the methods of handling logs in running waters. He worked out the plan, and credit is due him alone for this invention. It was

adopted by the lumbermen of the United States. A handsome bronze statue commemorates Mr. Randall in the park he gave to Eau Claire, being a gift to the city from O. H. Ingram (see illustration). The sculptor is Miss Helen Farnsworth Mears, of New York. Mr. Randall was mainly responsible for Mr. Ingram's remaining in Eau Claire in 1857, when he was disposed to return to his interests in Canada. Mr. Randall talked with Mr. Ingram of the great advantages of the location and showed him the vast forests of pine. Mr. Randall was a man of cheerful disposition and of great courage, whom disaster could no crush. He married Clamenzia Babcock in 1852 and had one son, Edgar H., now living in Eau Claire.

AGASSIZ, Alexander, naturalist, b. in Neuchâtel, Switzerland, 17 Dec., 1835; d. at sea 27 March, 1910, the only son of Louis Agassiz, the famous naturalist, by his first wife, Cecile Braun. He was educated in the schools of his native town and at Freiburg, Baden, Germany, where his maternal uncle was a professor in the university, and where his mother then resided. The latter was an artist, and her temperament, quite different from that of his father, was in a measure inherited by the son. Alexander followed his father to the United States in 1849, and after his arrival in this country he prepared for Harvard College, where he was graduated in 1855. He then studied engineering at the Lawrence Scientific School, and in 1857 received the degree of B.S., after which he took a further course in the chemical department. During 1856-59 he taught in his father's school for young ladies, where he met, as a pupil, his future wife. In 1859 he went to California as an assistant on the U. S. Coast Survey, and was engaged on the northwest boundary. He also collected specimens for the museum at Cambridge. In 1860 he returned to Cambridge and became assistant in zoology at the Museum of Comparative Zoology, founded by his father, taking charge of it in 1865 during the latter's absence in Brazil. His connection with this institution lasted until his death, fifty years later. He succeeded his father as curator in 1874; after his resignation in 1898, serving on the museum faculty as secretary, and after 1902, as director of the University Museum. Some time in the early sixties Agassiz became interested in coal-mining in Pennsylvania, and soon after in the copper mines of Lake Superior, where he was engaged in 1867-68 as superintendent of the Calumet and Hecla mines. He developed these deposits until they became the most successful copper mines in the world, and from the wealth they brought to him he made gifts to Harvard amounting to over $1,500,000. From the effects of overwork, anxiety, and exposure at Calumet, he suffered a severe illness in 1869, from which he is said never to have fully recovered Primarily for the purpose of recuperation he visited Europe in the fall of that year, and took the opportunity to examine the museums and collections of England, France, Germany, Italy, and Scandinavia, particularly with regard to *Echini*, in which he had become intensely interested, having published no less than twenty papers, largely on marine organisms, before the age of thirty. Conjointly with his stepmother, Mrs. E. C. Agassiz, he had published a popular book on marine life entitled "Seaside Studies in Natural History," and he had taken a keen interest in the various deep sea explorations which were gradually disclosing the wonders of ocean life. He now visited Wyville Thomson in Belfast, with whom he had been in correspondence about the distribution and development of *Echinoderms*, and who had just published a statement of results of the "Lightning" and "Porcupine" expeditions. Upon his return in December, 1870, his "Revision of the Echini" began to appear, and the three years succeeding his trip were the most active and fruitful of his whole life. The contents of the museum in Cambridge still bear testimony of his generous and untiring labors. During the summer of 1873 he acted as director of the Anderson School of Natural History on Pekinese Island, and in 1875 he visited the western coast of South America, examining the copper mines of Peru and Chile, and making an extended survey of Lake Titicaca and collecting for the Peabody Museum a great number of Peruvian antiquities. He afterward went to Scotland to assist Sir Wyville Thomson in arranging the collections made during the 68,900-mile exploring expedition of the "Challenger," part of which he brought to this country. He wrote one of the final reports on the zoology of the expedition, that on *Echini*. From 1876 to 1881 his winters were spent in deep sea dredging expeditions in connection with the coast survey, the U. S. steamer "Blake" having been placed at his disposal for this purpose With it he made three separate expeditions in the Atlantic, and subsequently three in the Pacific in the U. S. ship "Albatross," visiting the Panamic regions and Galpapagos, the Central Pacific, and Eastern Pacific respectively. These expeditions dealt especially with the deep sea and yielded an immense number of new organisms and new observations concerning the physical, chemical, biological, and geological conditions of the great ocean basins. Being a practical engineer, he was able to suggest many improvements in deep sea instruments and methods, among which were the wire rope for dredging and a modified trawl for deep sea work. According to Sir John Murray, the present state of our knowledge in this field is due more to the work and inspiration of Alexander Agassiz than to any other single man. During the last thirty-five years of his life, Agassiz's activities and interests were many and varied. The control and direction of the Calumet and Hecla mines demanded frequent visits to the West, and there he conducted valuable experiments in the distribution of underground temperatures in the great depths of the mine. He also produced carbonic acid gas to put out a disastrous fire in the mines. which is said to be the first time this method was thus employed on a large scale. The first American attempt to found a zoological station at Pekinese having failed, he established a zoological laboratory at Newport to take its place. This institution was carried on for twenty-five years, till it was superseded by the establishment of the Woods Holl Marine Biological Station. In latter years his attention was greatly occupied with coral-reef problems and he organized many extended ex-



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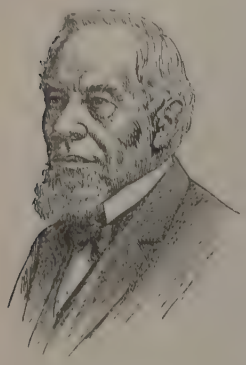
peditions, almost entirely at his own expense, for their study, notably to the Sandwich Islands, the West Indies, the Fiji Islands, and the great barrier reef of Australia. Indeed he explored and described with much detail every important coral-reef region of the world in the Atlantic, Pacific, and Indian Oceans. In 1898 he presented to the Cambridge Museum his valuable West Indian, Central and South American, and Pacific zoological collections. Mr. Agassiz was a fellow of Harvard College from 1878 to 1884 and 1886 to 1890, and also served as an overseer. He was a member of the National Academy of Sciences, and was its president for many years; a member of the American Association for the Advancement of Science, being its vice-president during the Boston meeting of 1880; of the American Academy of Arts and Sciences, of which he was president in 1898. He was foreign member of the academies of science at Paris, London, Vienna, Munich, Rome, Stockholm, and Copenhagen, and received high honors abroad for his contributions to science, being decorated with the order of merit by Emperor William of Germany in 1902, and made an officer of the Legion of Honor of France in 1906. His publications, in the form of pamphlets, reports, and contributions to scientific periodicals and the proceedings of societies, covering a period of over fifty years, are very numerous. They include "Explorations of Lake Titicaca"; "Three Cruises of the Blake"; "Revision of the Echini"; "Coral Reefs of Florida, Bahamas, Bermudas, West Indies, of the Pacific, of the Maldives"; Panamic Deep Sea Echini"; "Hawaiian Echini"; "Embryological Memoirs of Fishes, Worms, Echinoderms," and many others. Besides the "Seaside Studies in Natural History" (Boston, 1865) he also published "Marine Animals of Massachusetts Bay" (1871), and the fifth volume of "Contributions to the Natural History of the United States," left incomplete by his father. In surveying the life work of Alexander Agassiz, one is struck at once by its amount, variety, and quality. All his efforts were devoted to the one purpose of adding to the sum total of human knowledge, and while he achieved a notable record in many fields, his name stands first among the authorities on certain forms of marine life. Not only his knowledge, but his fortune acquired only after long years of struggle, was consecrated to the cause of science and the Museum of Cambridge stands as a monument to his generosity. He married at Brookline, Mass., 13 Nov., 1860, Anna, daughter of George Russell, whose death in 1873 deeply affected the remainder of his life. He had three children.

WINANS, William Parkhurst, banker, b. at Elizabethtown, N. J., 28 Jan., 1836, son of Jonas Wood and Sarah (Stiles) Winans. He is a descendant of John Winans who came from Holland in 1640, and settled at Elizabethtown on land purchased from the Indians. The descent is traced from John Winans through his son, Isaac, his grandson, Isaac, his great-grandson, Moses, who was, in turn, father of Jonas Wood Winans. Isaac (2d) and Moses Winans both served in the Revolution. William P. Winans was educated in the public schools, and began his career as clerk in a local store. Later he engaged in business in Pittsfield, Ill., and in April, 1859, he crossed the plains to Oregon. For over a year he resided in Umatilla County, engaged in farming and teaching. He served also as clerk in the first State election in 1860, which resulted in the election of Abraham Lincoln as President. In July, 1861, he went to Fort Colville, where, on the organization of Spokane County, he was appointed deputy county auditor. In 1862 he was elected auditor, and served two terms. Later he was clerk of the U. S. district court for Spokane and Missoula counties. After about one year's absence in the East, he returned again to Colville, and engaged in mercantile business. In June, 1866, he was elected county school superintendent, and, as such, built the first schoolhouse north of Snake River, in a district 200 by 400 miles in area. He was elected to the State legislature in 1867 and again in 1871; was treasurer of Stevens County in 1872, and was appointed special Indian agent in 1870-72. In 1873 he removed to Walla Walla, where, during the next fifteen years, he was engaged in mercantile business under the firm name of Rees and Winans. He organized the Farmers Savings Bank in 1889, with a paid-up capital of $60,000, and has since been its president. The capital and surplus of this bank are now $300,000. Mr. Winans has been twice married, and has four sons and one daughter.

YULE, George, manufacturer, b. in Rathen, near Fraserburgh, Aberdeenshire, Scotland, 31 Aug., 1824, son of Alexander and Margaret (Leeds) Yule. His father (1796-1871) came to America in 1840, and settled on a farm in Somers, Kenosha County, Wis. George Yule was reared on his father's farm, with but few opportunities to acquire an education; however, these he improved to such an extent that he had a fair education. At the age of eighteen he began what was to be his life work as a wagon-maker in Southport (now Kenosha) with the firm of Mitchell and Quarles. The junior member of this firm was the father of the late Hon. J. V. Quarles, U. S. district judge for the Eastern District of Wisconsin. In 1852 the late Edward Bain purchased the business, and began to make the Bain wagon. Under his capable management, unfaltering self-reliance, and foresighted sagacity, the business prospered in all its branches. The Bain factory soon became the leading industry of the town, and its product earned for itself the reputation which it still maintains. When the Bain Wagon Company was incorporated in 1882 Mr. Yule was elected vice-president, which office he held until after the death of Edward Bain when he was chosen to the presidency. Seldom, indeed, is it that a man as active and successful in business as Mr. Yule takes the keen and helpful interest in civic affairs which he manifests. His name has been associated with various projects of

the utmost municipal concern. He is vice-president of the First National Bank, and also holds the same office in the Northwestern Loan and Trust Company, both of Kenosha, Wis. In 1896, as one of the organizers of the Kenosha Library Association, Mr. Yule took great interest in its success and was the first to make a liberal donation for the support and was a frequent contributor until it was succeeded by the Gilbert M. Simmons Library in 1900. In that year Hon. James Gorman, then mayor of the city, named Mr. Yule one of the board of directors of the new library, and at the organization of the board, Mr. Yule was chosen vice-president, which office he now holds (1916). The personality of Mr. Yule is that of a man of deep convictions, extraordinary force, and an unusual degree of magnetism. Those who are familiar with his fine personal appearance cannot fail to observe how well it illustrates his character. His strong face, accentuated by a small snow-white beard, is lighted by a pair of keen, searching eyes and on every feature energy, determination, and fidelity are deeply written. At the same time his countenance is indicative of the genial nature and kindly disposition which have surrounded him with friends and his whole bearing shows him to be what he is —a keen, aggressive man, and a polished gentleman. While Mr. Yule does not play golf, he enjoys being part of a gallery when two good players are on. Every golf player in Winconsin knows the "Yule Cup," a valuable trophy which is contested for at the annual tournament of the Wisconsin Golf Association by five-men teams representing the constituent clubs of the association, and many players have received beautiful gold medals which are the gifts of Mr. Yule. One of his grandsons, William H. Yule, has been State champion of Wisconsin, and another, George Yule, holds (1916) the title of champion of Yale. Although Mr. Yule is the owner of an automobile, he prefers his horse and buggy, and nearly every day he may be seen driving his horse through the streets of Kenosha. In politics Mr. Yule is a Republican and was one of the members of the first Fremont and Dayton Club when the Republican party first came into existence. He is a Baptist in his religious connections and has always been a liberal contributor to the First Baptist Church of Kenosha, and to the activities of the church in general. He married 1 Jan., 1848, Katherine, daughter of William Mitchell. They have five children: Maria (died in childhood), Louise, wife of William Hall (both deceased), George A., general manager of the Bain Wagon Company, Kenosha, Wis., William L. (died in 1914), and Harvey (died in childhood).



JOHNSON, Rossiter, author and editor, b. in Rochester, N. Y., 27 Jan., 1840. His father, Reuben Johnson, a native of Norwich, Conn., was a member of the small force that beat off the barges and defeated the fleet of the British commodore, Hardy, when Stonington was bombarded, 9 Aug., 1814. His mother was Almira Alexander, a native of Stonington. Reuben Johnson studied at Williams College, emigrated to western New York, and became a teacher. His two most noted pupils were Lewis Swift, the astronomer, who received special honors for his discovery of comets, and Col. Patrick H. O'Rorke, who led his class at West Point and fell at the head of his regiment in occupying Little Round Top, Gettysburg. Rossiter Johnson received his early education in the common schools and was graduated at the University of Rochester in 1863. He read the poem on class day, and in later years was three times called to deliver the poem before the University in commencement week. He received the degree of Ph.D. in 1888, and that of LL.D. in 1893. In 1864-68 he was on the editorial staff of the Rochester "Democrat," associated with Robert Carter, author of "A Summer Cruise on the Coast of New England," who had been Lowell's partner in editing "The Pioneer," a short-lived but famous magazine. Dr. Johnson attributes largely to the wise and kindly tutelage of Mr. Carter whatever editorial skill he has developed. In 1869-72 he was editor of the Concord, N. H. "Statesman." He removed to New York City in 1873, and from that date till 1877 was an associate editor with George Ripley and Charles A. Dana in the revision of the "American Cyclopædia." That work being completed, he made a tour in Europe with his wife, going as far north as Scotland, and as far south as Pompeii. In 1878 he was associated with Clarence King in editing the "Report of King's Survey of the Fortieth Parallel"; in 1879 he edited "Loyall Farragut's Biography of the Admiral." Then he removed to Staten Island, to assist Sydney Howard Gay in the preparation of Volumes III and IV of the Bryant and Gay "History of the United States." The year 1881, when he removed to New York, was spent upon a new revision of the "American Cyclopædia," which had to be discontinued because the census of 1880 had been so overloaded that its statistics were not promptly available. In 1883 William J. Tenney, editor of "Appletons' Annual Cyclopædia," died and Dr. Johnson succeeded him, continuing that editorship till 1902. In May, 1886, he was engaged as managing editor of "Appletons' Cyclopædia of American Biography" (6 vols.). He collected the necessary library, chose the staff of writers, laid out and systematized the work, and supervised it constantly till the book was completed, early in 1889. He sometimes speaks proudly of the fact that in the process of producing those six volumes the waste was only two per cent., whereas a waste of forty to fifty per cent. is not uncommon in such work. In 1889, with his wife and daughter, he made an extensive tour across the continent and on the Pacific slope, from the Yosemite to the Canadian Rockies. Meantime, while attending to those heavier tasks, he edited some works of lighter literature. These include "Little Classics," which he revised and edited (18

Rossiter Johnson.

vols., 1875-76); "Lives and Works of the British Poets, from Chaucer to Morris" (3 vols., 1876); "Play-Day Poems" (1878); "Famous Single and Fugitive Poems" (1880); and "Fifty Perfect Poems," with Charles A. Dana (1882). He contributed several notable short stories to "Oliver Optic's Magazine" and to "St. Nicholas," and his first long story, "Phaeton Rogers," ran as a serial through the latter in 1881 and then appeared in book form. To the series entitled, "Minor Wars of the United States" he contributed two volumes—"A History of the French War Ending in the Conquest of Canada" and "A History of the War of 1812-15 Between the United States and Great Britain" (both in1882). His other original works include: "Idler and Poet," poems (1883); "A History of the War of Secession" (1888; fifth edition, enlarged, 1910; quarto edition, with 1,000 illustrations, 1894); "The End of a Rainbow" (1892); "A Short History of the War Between the United States and Spain" (1899); "The Hero of Manila" (1899); "Morning Lights and Evening Shadows," poems (1902); "The Alphabet of Rhetoric" (1903); "The Story of the Constitution of the United States" (1906); "The Clash of Nations" (1914); "Captain John Smith" (1915); "A Simple Record of a Noble Life" (1916); and "The Fight for the Republic" (1917). He devised the book of the Authors' Club, entitled "Liber Scriptorum," and chose John D. Champlin and George Cary Eggleston as his associates in editing it. A committee of the board of managers of the Columbian Exposition, held in Chicago in 1893, invited bids from publishers for the authorized history of that enterprise, stipulating that, by whatever house published, the work must be edited by Rossiter Johnson. It was finished in 1897 in four sumptuous volumes beautifully illustrated (D. Appleton & Co.). For a year and a half Dr. Johnson contributed to the "Overland Monthly," a serial entitled "The Whispering-Gallery," and he was an associate editor of the "Standard Dictionary." He edited "The World's Great Books" (40 vols., 1898-1901); Fortier's "History of Louisiana" (4 vols., 1904); "The Great Events, by Famous Historians" (20 vols., 1905); "The Literature of Italy," with Dora Knowlton Ranous (16 vols., 1906-07); and "Author's Digest: the World's Great Stories in Brief," with Dora Knowlton Ranous (20 vols., 1908). He edited and largely wrote, the historical volume in the "Foundation Library for Young People" (1911). He has lectured extensively on American historical subjects, and has contributed frequently to periodicals. Though he has edited political newspapers and has made popular addresses in political campaigns, he never has aspired to any political office. In the Authors' Club he has been successively secretary, chairman, and treasurer; and he has held the office of president in the Quill Club, the Delta Upsilon Fraternity, the Association of Lecturers, the Rochester Associated Alumni, and the New York Association of Phi Beta Kappa. In 1898, with J. Eugene Whitney, he founded in New York "The People's University Extension Society," of which, from that date to the present, he has been president. His wife, Helen Kendrick Johnson (b. in Hamilton, N. Y., 4 Jan., 1844; d. in New York City, 3 Jan., 1917), was a daughter of Prof. Asahel C. Kendrick, the noted Greek scholar and author. She married Mr. Johnson 20 May, 1869, and began life with him in Concord. She was author of "The Roddy Books" (3 vols., 1847-76); "Raleigh Westgate," a novel (1889); "Woman and the Republic" (1897, third edition, enlarged, 1913); and "Woman's Peace in Nature," which was completed in manuscript shortly before her death. She edited "Our Familiar Songs, and Those Who Made Them" (1881); "Poems and Songs for Young People" (1884); "The Nutshell Series" (6 small vols., 1884); and "The American Woman's Journal," a monthly magazine (1893-94). She founded, in 1886, The Meridian, a club of women, which meets monthly at noonday. Mrs. Johnson was a notable opponent of woman suffrage, wrote and spoke much on the subject, and addressed legislative committees in Albany and Washington.

ARBUCKLE, John, merchant and philanthropist, b. in Scotland in 1839; d. in Brooklyn, N. Y., 27 March, 1912. He was brought to this country at an early age and received his education in the public schools of Allegheny and Pittsburgh. With his brother, Charles, he engaged in the coffee business in Pittsburgh, and in 1871 they established the house of Arbuckle Brothers, in New York. They were the first to put up coffee in packages, and their business grew to enormous proportions. With the aid of a draftsman and machinist, John Arbuckle invented a machine which filled, weighed, sealed, and labeled coffee in paper packages as fast as it came from the hopper. This machine, which would do the work of 500 girls, gave the Arbuckles full control of the package coffee trade of the world. John Arbuckle became known in the trade as the "Coffee King." After his brother's death, about twenty years ago, he built a large sugar refinery competing with the "sugar trust," and thereby forcing down the price of sugar. In conjunction with his wife he became interested in various philanthropies, which included a free home for the necessitous on the shores of the Hudson and a "floating boarding-house" for tired wage-earners. His charities included boat trips for children, boat-raising, and life-saving schemes. Mr. Arbuckle was a director of the Importers and Traders Bank, Lawyers Title Insurance and Trust Company, Mortgage Bond Company of New York, a trustee of the Kings County Trust Company, president of the Royal Horse Association, and owned vast ranches in the Western States. In 1868 he was married to Mary Kerr, of Pittsburgh, who died in 1906.

JONES. Frank Smith, merchant, capitalist, and philanthropist, b. in Stamford, Conn., 19 Aug., 1847, son of Isaac Smith and Frances (Weed) Jones. Through his father he was descended from William Jones, governor of Connecticut colony, who landed in America in 1660 with the regicides, Goffe and Whalley, whom he helped hide in the new world. His mother came of the well-known Weed family of Stamford. Mr. Jones was educated in the schools of Stamford, and at the Eastman Business College, Poughkeepsie, N. Y., where he

completed his studies in 1862. He began his active career as messenger in the employ of A. J. Johnson, publisher of Johnson's Universal Cyclopedia. During the next seven years he gave ample proof of his business capacity, rising by frequent promotions to the position of general manager under Mr. Johnson. Although not a contributor to the pages of this monumental work, Mr. Jones proved himself second to none in securing its ultimate success, and earned the well-deserved tribute in the preface of the cyclopedia for "most valuable aid in furthering this colossal undertaking." The year 1872 was a memorable one in Mr. Jones' career, at Scranton, Pa., when in partnership with his brothers, Charles Fisher and Cyrus Daniel Jones, he made the small beginnings in the tea and coffee business which, under the name of the Grand Union Tea Company, has since grown to one of our country's greatest enterprises. The brothers gave ample evidence of their industry and endurance, scouring the country for miles around in all directions, drumming up custom, and ever seeing in the gravest obstacles only new opportunities to out-distance timid competitors. As a result, the gross income for the first year was $12,000, which, although representing only moderate profits above expenditures, indicated a bulk of business possible only with the greatest energy and enterprise. The progress of the firm of Jones Bros., from the modest beginnings in Scranton, Pa., to the vast activities now represented in the daily routine of the Grand Union Tea Company, is a story of hard work and indefatigable energy. Solely because they possessed the true American willingness to work, and work untiringly, for a desired end, has their success been so conspicuous. In the spring of 1876 their first branch was established at Saginaw, Mich., with Frank S. Jones in charge. Here again the plan was put into operation, with the same result, success, surely even though slowly achieved. Other branches were established in time, each with its squadron of wagons scouring the country around and bringing the firm's wares to every door. At the present time over 5,000 wagons are in constant use in 200 cities, and the work of expansion is still in progress. In 1886 Mr. Jones located in Brooklyn in charge of the headquarters of the Grand Union Tea Company's business. But, even with the vast proportions already attained, the enterprise was no more than really begun. The brick and steel warehouses and factories of the company now cover an entire city block in Brooklyn and contain more than 260,000 square feet of floor space. To the 55,000 tons of tea and coffee annually received and distributed by their respective departments, the bulk of the business is further increased by similarly huge outputs of baking-powder, spices, flavoring extracts, and soap. The company makes its own soap in a factory having a daily output capacity of 1,500 boxes of eighty pounds each. In another factory are made the tin cans for the baking-powder and spices, 50,000 daily. A private printing-plant prints the labels, 250,000 every day, as well as all stationery requirements and the printing-matter used at branch stores. In a vast bottling-plant 750 quarts of flavoring extracts are bottled each day. Such immense figures might seem sufficiently large to satisfy the active ambition of most men, but Mr. Jones has still found time for other enterprises. With his brother, Cyrus D., he established and conducts the Anchor Pottery, of Trenton, N. J., and is largely interested in coal, lumber, and other extensive undertakings in various parts of the country. Mr. Jones is an enthusiastic participator in the activities of numerous organizations devoted to the public good. He is a trustee of Wesleyan University, Middletown, Conn., of the Brooklyn Institute of Arts and Sciences, and of the Central Congregational Church. He was also for several years a trustee of the Brooklyn Society for the Prevention of Cruelty to Children; and he is a member of the Chamber of Commerce, and the Manufacturers' Association, both of New York. Among his numerous benefactions was a gift of $40,000, which, at a time when it was sorely needed, was largely instrumental in assisting the Bedford Branch of the Y. M. C. A. to its present beneficent efficiency. The Brooklyn Institute of Arts and Sciences has also been benefited by him not only in priceless additions to its museums, but also in numerous contributions of money. Among these must be mentioned the gift of 1898 of the Gebbard Collection of Minerals and the Neumogen Entomological Cabinet, the latter containing many specimens unduplicated elsewhere in the world. Mr. Jones holds that the scientific principles, essential to the conduct of a successful commercial enterprise, apply with equal consistency to deriving the fullest enjoyment from life. He finds the highest satisfaction in giving happiness to others. No more affecting example of this quality could be mentioned than the fact that the choice products of his well-appointed farm near Sayville, L. I., are reserved exclusively as gifts to friends and to the needy. This estate, "Beechwold," is a masterpiece of landscape gardening, with picturesque alternations of broad lawns, cool dales, winding walks, and pleasant waterways. Mr. Jones is a member of the National Arts Club of New York and of the Brooklyn League, Union League, Crescent Athletic, Riding and Driving, Rembrandt, and Congregational Clubs, all of Brooklyn, and has held office in most of them. He was the donor in 1907 of the "Beechwold Plate" presented as a competitive trophy to the Bayshore Horse Show Association, for the best trained saddle horse. Mr. Jones married 4 June, 1879, Mary Louisa, daughter of Henry A. T. Granbery, a native of Virginia. They have two daughters, Henrietta Louise, wife of William R. Simons, and Maude Virginia, wife of Clarence F. Westin.

FUNK, Isaac Kauffman, clergyman, author, editor, lexicographer, publisher, b. in Clifton, Ohio, 10 Sept., 1839; d. in Montclair, N. J., 4 April, 1912, son of John and Martha (Kauffman) Funk. He was descended from Dutch and Swiss ancestors who came to this country early in the Colonial period and settled in Pennsylvania. His mother wes deeply religious and a member of the Lutheran denomination. It was largely due to the influence that she exercised over her son that already in his boyhood days he had decided to dedicate his career

to the service of the Church. After concluding his common school courses he entered Wittenberg College, in Springfield, Ohio, from which he graduated in 1860, being awarded the degree of D.D. a few years later and the degree of LL.D. in 1896. Early in the following year he began active work in the Lutheran ministry near Moreshill, Ind., but soon after assumed charge of the Lutheran church at Carey, Ohio. Four years later, in 1865, he became pastor of St. Matthew's English Lutheran Church in Brooklyn, N. Y. Here he remained in active charge until 1872, when he resigned to make an extended tour of Europe, Egypt, and Palestine. On his return he became associate editor of the "Christian Radical," which was then published in Pittsburgh, but was subsequently removed to New York City. In 1876 Dr. Funk founded and continued publishing the "Metropolitan Pulpit," in New York City. Of this publication, now the "Homiletic Review," he was for a long time editor-in-chief. At about this time the Rev. Adam W. Wagnalls, of Atchison, Kan., who had been a classmate of Dr. Funk in college, entered the service of the latter's publishing business as clerk. In 1877 Mr. Wagnalls became a partner and the firm became known as Funk and Wagnalls and, later, as the Funk and Wagnalls Company, under which name it has since acquired a nation-wide reputation. In 1881 Dr. Funk, convinced that the public was ready for clean and wholesome literature, especially if it were issued in cheaper form, determined to publish books of this class. He began this experiment by launching the Standard Series, a large quarto, which included many such works as Macaulay's "Essays," Blackie's "Self Culture," and Carlyle's "Essays." The venture proved a complete success and was followed by the Standard Library, in small octavo size, which included such works as Ruskin's "Letters of Workmen," Tennyson's "Idylls of the King," Goldsmith's "Citizens of the World," Carlyle's "Sartor Resartus," Delitzsch's "Jewish Artizan Life," and Proctor's "Nature Studies," altogether comprising more than two hundred works of high character, the pick of the world's standard literature. Other important works published by the firm at this time included the Homiletic Commentary, Butler's "Bible Work," "Historical Side Lights," Hoyte's "Cyclopedia of Quotations," "The Cyclopedia of Classified Dates," the "Jewish Encyclopedia," and a "Standard Bible Dictionary." In 1884 the firm republished Charles H. Spurgeon's "Treasury of David," which proved quite as popular in this country as in Great Britain. Next came Dr. Joseph Parker's "People's Bible," in twenty-seven volumes, which was followed by the "Schaff-Herzog Encyclopedia of Religious Knowledge." This latter work met with remarkable success and has recently (1908-12) been entirely rewritten and published in twelve volumes. It was also in 1884 that "The Voice" was launched, a paper in the interests of Prohibition, which soon had a circulation of 130,000. During the Presidential campaign of 1888, over 700,000 copies were issued weekly for a number of weeks. In 1888 the "Missionary Review" was founded, followed by the "Literary Digest," both of which are still popular publications. A great number of important reference works have been issued by the firm. Pre-eminent among these is the "Standard Dictionary of the English Language" (1894), of which Dr. Funk was editor-in-chief. In 1913 this work was enlarged and revised. More than three hundred editors and specialists and five hundred readers, for quotations, besides a large staff of writers, were engaged on its preparation and its original cost of production was close to one million dollars. In 1901 Dr. Funk edited and annotated a new edition of Dr. Croly's "Salathiel," issued under the title of "Tarry Thou Till I Come." In 1902 was published his book, "The Next Step in Evolution." To a large portion of the public Dr. Funk was more generally known on account of his interest in psychical research and his connection with the American Society for Psychical Research. As a result of his personal investigations into this little explored field of human knowledge he wrote and published "The Widow's Mite, and Other Psychical Phenomena" (1904) and "The Psychic Riddle" (1907). Psychical research is often, and erroneously, associated in the popular mind with spiritualism, but the difference between the two is wide. The spiritualist, without demanding more evidence than his own feelings, believes in the survival of the individual after death and the ability of the spirit to communicate with mortals through human mediums. The psychical researcher approaches the subject believing nothing which cannot be demonstrated by scientific evidence. He investigates such psychical phenomena as are supposed to occur at a spiritual seance, but by no means is he prepared to accept them at their face value. He endeavors to test and weigh them: many reputed mediums have been exposed by the psychical researchers. Yet so much evidence has been discovered in favor of the survival of the individual after death that a great many psychical researchers believe in it. Among such are or were such eminent scientists as Sir Oliver Lodge, Prof. Hyslop, Lombroso, Alfred Russel Wallace and others almost as eminent. Of this type of investigators was Dr. Funk. "Spiritualism," said Dr. Funk, "has not been scientifically demonstrated and, to be frank, I think we are many miles from such a demonstration. But I do say this; that I believe such a demonstration is far more likely than are the probabilities that spiritualism is not true. That is, the proofs in favor of it are much stronger than those against it." In Dr. Funk's "The Psychic Riddle" the alleged spirit of Dr. Richard Hodgson, one of the foremost psychical researchers during his lifetime, speaking through Mrs. Piper, the famous medium, thus describes death: "It is delightful to go through the cool ethereal atmosphere, cool—cool—cool into this life, and shake off the mortal body." James L. Kellogg, of the Metropolitan Psychical Society, in 1908, sent Dr. Funk a check for a hundred dollars as a reward for any spiritualist who could, through spirit guidance, tell the number of oranges in a given pile. In returning the check Dr. Funk announced that he was "out of the spiritualist field." Dr. Funk was essentially a scholar, with the temperament of the true scientist, interested in the search for truth for the sake of truth itself, regardless of whether the results of

his investigations or studies corroborated the theories he may have formulated or not. He had a sane, evenly balanced mind which was little influenced in forming its judgments by emotion or by prejudices. Yet, as so many scholars are not, he was also a business man of a high order of ability, possessed of a calm, dispassionate judgment in business affairs. In him brilliant intellect and strong character went hand in hand. He was the sturdy champion of Prohibition when its principles and party were the objects of popular aversion, and when anti-Semitism was rife he gave unstinted support to the Jewish cause. He was a persistent supporter of simplified spelling and looked forward with a firm faith to that future which shall make the English language the most perfect medium to express human thought. In 1863 Dr. Funk married Eliza E. Thompson, daughter of James Thompson, of Carey, Ohio. His wife died in 1868 and in 1869 he married her sister, Helen G. Thompson. From his first marriage one daughter survives: Mrs. Lida M. Scott. From his second marriage a son survives: Wilfred J. Funk.

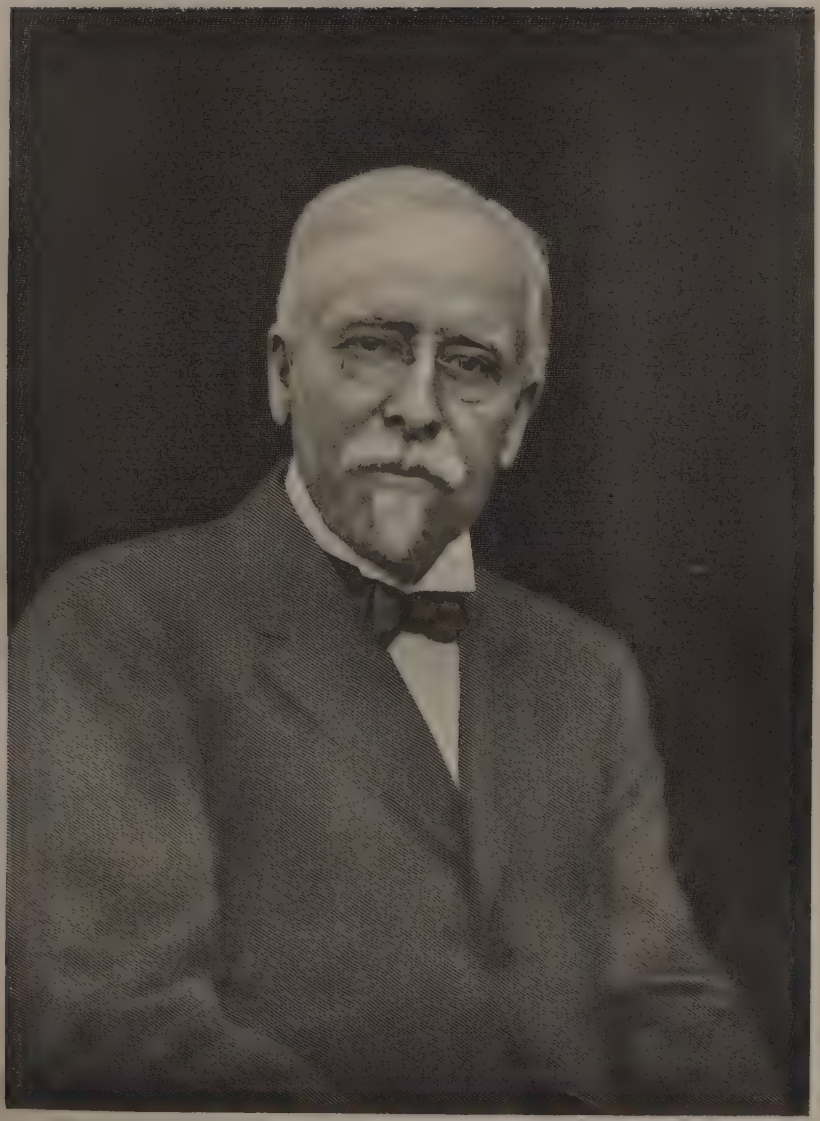
METZ, Herman A., man of affairs and publicist, b. in New York City, 19 Oct., 1867, son of Edward J. and Frances Metz, both natives of Germany who came to the United States in 1848. He was born on the lower East Side whence so many self-made men have sprung, and his earliest years were marked by toil and self-sacrifice. It has always been his proud boast that after he had attained his twelfth year, he never cost his parents a penny. While attending the public schools he earned enough money selling newspapers to cover his living expenses. Shortly after he had graduated from public school No. 13, on East Houston Street, the family removed to Newark, N. J., where he attended the high school for one year. This was the extent of his educational opportunities, which it is quite likely the already keen instinct of the lad for affairs, curtailed of his own volition, for at the age fourteen, in 1881, he entered as office-boy a house of which but a few years later he emerged as the head, a position which he has held for the past seventeen years. This was the office of P. Schulze-Berge, the founder of the business which later became the corporation of Victor Koechl & Co., and later still, the Farbwerke-Hoechst Company. His father dying two years later the whole burden of the support of the family, a mother and three younger brothers at school, was thrown upon the lad. And now he began at once to show those qualities which have ever lain at the foundation of true greatness in the American man of affairs. Utter self-reliance, unswervingness, and high devotion, to principle. Ever looking forward to a full career he at once took up the study of the science of chemistry evenings at Cooper Union, the trade branch being what occupied his daytime hours. This determination to master his subject whatever it might be, has been his distinguishing characteristic through life. His career on this his first job was as has been intimated one of progressive success. As office-boy, laboratory assistant, clerk, he advanced in the practical branches to city salesman, traveling salesman, and as a real factor in expansion opened and managed a branch house in Boston and later in Chicago. In 1903, he divided the business, of which he had been in full control for several years, incorporating the firm of H. A. Metz and Company to handle the chemicals and dye-stuffs, becoming president and sole owner of both corporations. In the business of importing dye-stuffs and medicinal products from European countries he became the leading power in the trade before he was thirty-five years old. The house of H. A. Metz and Company, and Farbwerke-Hoechst Company, with main offices in New York City have branches in Boston, Providence, Philadelphia, Chicago, Atlanta, San Francisco, Charlotte, N. C., Montreal, Toronto, and Hamburg. A purely American enterprise in the same field which he has brought to great success is the Consolidated Color and Chemical Company, with factories at Newark, N. J. He has also lately established in Brooklyn the H. A. Metz Laboratories where certain important and essential drugs, hitherto made only in Germany, are successfully manufactured. One of the many interests outside of that business in which he laid the foundations of his great fortune is the plant called the Ettrick Mills at Auburn, Mass., devoted to the manufacture of carpets and rugs. The town of Auburn includes the village of Stoneville nearly all of whose land, buildings, water-rights, etc., belong to the Stoneville Company, of which he is the president. In his various business enterprises he employs over 2,000 people. From an early day made his home in Brooklyn and for more than a quarter of a century he took an active interest in local politics. This finally culminated in his election to Congress by a very large popular vote in 1912. Meantime his career in public affairs was full and very notable. Always a stanch Democrat he was the founder and first president of the Kings County Democratic Club of Brooklyn. Afterward he was president of the National Civic Club, the Democratic Club of Brooklyn, and a governor of the National Democratic and Reform Clubs of New York. In public affairs as in business his methods were broad-minded and expansive as soon became evident. From Mayor Van Wyck he received in 1898 an appointment on the Brooklyn School Board, and was appointed a delegate to the Board of Education of Greater New York. Mayor McClellan, in 1910, appointed him to the same office for five years. His great executive ability and great willingness to serve brought him various appointments to the public service. By Governor Dix, he was made a commissioner of the State Board of Charities for the term of eight years. From Governor Hughes came the appointment as a member of the Charter Revision Commission of New York, and President Taft made him an honorary commissioner to the American Exposition in Berlin to be held in 1910. The crown of his services to the municipality was his triumphant election to the comptrollership of Greater New York in 1906. His administration for the next four years was memorable. It was that of a highly-trained and thoroughly capable man of affairs whom the office had sought out and who liked his job. He was now so fully in the public eye that his nomination for Congress in the campaign of 1912 came unsought, and his election as a Democrat in a Republican district, of which he was not even a resident,

Edward A. Moseley

followed as a matter of course. His strong personality and splendid record as a man of affairs and as a politician immediately brought him into notice, and he was constantly sought out for counsel on measures affecting the business of the country after the outbreak of the war. He was known in the House of Representatives as a forcible speaker whose brief, clear, pointed speeches always held attention. Personally he was very popular among his colleagues. He served with distinction on the Committee on Claims, and the Committee on Patents. Declining to run again for Congress although practically sure of re-election, he a little later declined the nomination of his party for United States Senator. On the outbreak of the war, Mr. Metz, although naturally of strongly German affiliations, both in business and social affairs, hastened to prove his fervent patriotism to the land of his birth. In every way by word and deed he stands by his country. He is a large contributor to every patriotic cause, including the Red Cross. He is one of the founders and the president of the National School Camp Association, which has given rudimentary training to 2,000 school and working boys in New York. He is a reserve officer, having served ten years in the National Guard, and in the prime of his manhood stands ready at any time to respond to his country's call. The purely philanthropic side of Mr. Metz's nature is a very large part of the man. He has the genuine instinct of the true philanthropist, combining a deep interest in all movements for the betterment of his fellows, with large benefactions to them all, irrespective of race or creed. As the common saying about him goes: "Everybody knows him, everybody relies on him, and his shoulders only seem to grow stronger under the burden." A large part of his time, too limited for even his personal affairs, is devoted to hearing and helping the innumerable many who keep calling on him for aid and comfort. Still in his active and youthful prime, he is now devoting his attention to his large business affairs. First and foremost, of course, come the great dyestuff, drug, and chemical enterprises which were the foundation of his business career. But his activities are so varied that they cannot be described in detail, and can only be indicated by recording the various organizations of which he is an active part. As the Brooklyn "Daily Eagle" once said of him: "He is an excellent financier, an excellent executive, an excellent judge of the capacity and character of others, and an organizer and manager of personal forces, and of business purposes probably without a superior among men of his age in this great city." He is a member of the Aldine Club, the Academy of Political Sciences, the Army and Navy Club, the Aero Club of America, the Brooklyn Club, the Banker's Club of America, the Bibliophile Society, the Crescent Club, the City Club of New York, the Chamber of Commerce of the United States, the Chamber of Commerce of the State of New York, the Chemists' Club, the Drug and Chemical Club, the Engineers' Club, of Boston, the Franklin Institute, the Hanover Club, the Hardware Club, the Insurance Society of New York, the Japan Society, the League to Enforce Peace, the Municipal Art Society, the Metropolitan Museum of Art, the Manhattan Club, the Montauk Club, the National Association of Manufacturers, the National Geographic Society, the National Association of Cotton Manufacturers, the National Democratic Club, the National Woolen Manufacturers' Association, the National Arts Club, the Rotary Club of New York, the Silk Association of America, the Society of Chemical Industry of London, Swiss Benevolent Society, Textile Club, Worcester Club, and very many other social commercial, political, scientific, and philanthropic organizations. He is a director of the Germania Savings Bank, and of the First National Bank, both of Brooklyn. His business affiliations included the presidency of the Manufacturers' Association of New York, director of the Merchants' Association of New York, chairman of the Committee on Inland Waterways, and a member of the committee on Tariff and Revenue Laws, so important to New York merchants in connection with foreign duties. A member of the Chamber of Commerce in the State of New York, member of the New York Board of Trade and Transportation, member of the American Chamber of Commerce in Berlin, and American Chamber of Commerce in Paris. He was chairman of the Finance Committee and director of the North American Civic League for Immigrants and vice-president (for New York State) of the National Rivers and Harbors Commission. There is scarcely any branch of human activity into which his strong hand does not reach. From Union College he received the degree of Doctor of Sciences in 1911, and from Manhattan College, the degree of Doctor of Laws in 1914. Mr. Metz is a thirty-second degree Mason, a member of Palestine Commandery, and Mecca Temple of the Mystic Shrine, and president of the Board of Trustees of the Masonic Hall and Asylum Fund. He is a member of Gilbert Council, Royal Arcanum, and Brooklyn Lodge No. 22, B. P. O. E. He is particularly proud of his military connections, being an associate member of U. S. Grant Post, and the Old Guard, and having served as captain and commissary of the Fourteenth Regiment of the National Guard of New York State. He was one of the militia officers detailed to the United States army during the manœuvers in Texas a few years ago. His personal and private character can scarcely better be described than in the words of the great journal already quoted which at the time of his candidacy for Comptroller of Greater New York said of him: "American by birth, German by descent, he is a scholarly, broad-minded, enterprising and honorable business man. He is a friend of education, a friend of broad ethical and humane movements, and his work for schools, for parks, for playgrounds, for the uplift of the poor and of the distraught has been notable. He has done none of the fine things to his credit for any other reason than the good which has thereby come to others, by the addition of health, of opportunity, and of leisure to their lives. He has done all this without ostentation or demagogy, or any lowering considerations whatever, and wherever the results of this election may be, he will keep on the benign tenor of his life without haste and without rest. Success found him simple and sincere and has left him so. The friendships of his youth and of

his manhood have been retained, augmented, and vindicated by him; his loyalty to the obligations of principle, of friendship, and of partisanship has been unquestionable." As to his temperamental characteristics he has been aptly called a human dynamo. "Restless, unresisting, irresistible energy is his, from the earliest hour till late at night. There is a tradition about New York that four hours is a long sleep for this high-strung, keen, nervously active man. His day of work is literally that of three stalwart men at constant pressure. The working hours of Metz are the extraordinary incident in business or political life today." In manner he is frank, democratic, and easy a man who at once proclaims himself a master of men by his utter simplicity and readiness to meet any man on his own ground, and having once met him you are thereafter his friend. Besides the business enterprises mentioned he is president and director of the Textileather Company, of Newark, N. J., manufacturers of leather substitutes, vice-president of the International Alcohol Corporation of Louisiana, manufacturing ethyl-alcohol from wood-waste; president of the Grain-Chemical Company, and largely interested in the management of the Central Dyestuff and Chemical Company, of Newark, N. J.; the General Drug Company, of New York, and a director of the Pathe Freres Phonograph Company, and president of the Ettrick Realty Company.

SEED, Miles Ainscoe, manufacturer and inventor, b. in Preston, Lancashire, England, 24 Feb., 1843; d. at Pelham, N. Y., 4 Dec., 1913, son of Richard and Anne Elinor (Ainscoe) Seed. He was a direct descendant of the old house of the Red Cross Knights, and came to America in 1867. In 1874 he entered the photographic studio of John A. Scholten in St. Louis, Mo. During his spare time he experimented at his home with a view to simplifying the process of producing photographic negatives. After some years of experiment he perfected and brought into practical use the photographic dry plate, which became known as the "Seed Dry Plate," and was used over the entire world. With this production the photographer was enabled to carry with him on his travels a sensitively prepared dry plate by which an exposure could be made, and later develop it at his own leisure. Previously only the "wet" plate was used, therefore, this was a revolution which opened up photography to the entire world and widened greatly the field of application. The introduction of the dry plate condensed the use of the chemicals, changed the apparatus, and compelled the opticians who manufactured lenses to improve and enlarge the field of their productions. It expanded the whole world of photography, and it was the beginning of the creation of the great business that is represented today by the manufacture of photographic materials. Photography has reached and attached itself to every branch of industry, but the dry plate was one of the great starters of this revolution. Mr. Seed, with untiring energy, worked against innumerable obstacles and probed hundreds of failures to reach the cause. As he himself once concisely stated: "I never cared what the trouble was, if I could only reach the cause of the trouble," and it was always a source of worry to him when he got into trouble and got out of it without knowing the cause. The Seed dry plate was launched on the market in 1879 and even then it was only in its embryonic stage for it entailed upon him canvassing and traveling over the United States to demonstrate the products in the large cities, and instruct photographers in the working of them. He was compelled at the same time to introduce the new product and overcome the prejudice of the photographers, who, feeling that they were well equipped in their line, viewed the new introduction with considerable bias. His patience and perseverance were eventually crowned with success, and he was finally obliged by the growth of his business to abandon traveling and demonstrating and to devote himself to superintending the production of the goods. In 1882 his factory was destroyed by fire, but with renewed pluck and energy, he at once set about rebuilding it, and in less than four months, the "Seed Dry Plates" were again in the hands of the consumer. He then arranged for a demonstration to be made in the various sections of the United States and with carefully selected practical photographers, who were chosen not only for their ability, but for their good, upright character, an organization was started by which the entire United States was carefully covered and visited and the Seed Dry Plate demonstrated to every consumer who handled photographic materials. With Mr. Seed at the factory, carefully inspecting the product, and having all the new automatic appliances, he was enabled to supervise personally the shipping of the goods and their condition when shipped. Soon it became a regular trade word that the "Seed Dry Plate" was reliable and uniform, and, through its high merit and the careful manner in which it was made, it was generally accepted as the leading dry plate of the world. Mr. Seed's great aim in all his business career was not only to push his goods, but also to help and instruct photographers in the use of them, so in order that they might be able to obtain a higher grade of work. This was recognized throughout the trade and at every national convention of photographers of the United States Mr. Seed was called upon to make an address on matters connected with the photographic art. The M. A. Seed Dry Plate Company, which had been incorporated in July, 1883, was purchased by the Eastman Kodak Company in 1902, and a few years later Mr. Seed retired from business. Thereafter, until his death, he spent much of his time in religious work, to which he was ardently devoted, and he was prominently affiliated with the Y. M. C. A. in both civil and military circles. Weekly he taught a Bible class at Fort Slocum, N. Y., and eternity alone will reveal the results of that faithful sowing of the truth in the hearts of soldiers there, who later were sent out over the United States. His zealous efforts for mankind through personal conversation with individuals were constant, and he found opportunities which many of us would fail to observe or utilize. Since the death of Mr. Seed many letters have been received from men prominent in the financial



M A Seed

and professional world, recounting with deep gratitude their indebtedness to him, not only for a successful business career, but also for the power of his Christian example and influence. His life in the church was inspiring and helpful, an appreciative listener, a liberal giver, and a wise counselor. It was a treat and illumination to hear him expound the deep, wonderful truths of the great book—the Bible—and in his dying Mr. Seed was the same calm, confident, triumphant believer in Christ as in his living. There were no fears, no shrinking in the last hours. He whispered to his great friend, the pastor, "The Master is more precious than ever," and again, "I'll soon be Home." This is fulfilling the statement of old, "the path of the just is as a shining light that shineth more and more to the perfect day." To quote from "Snap Shots," "He was a practical and earnest Christian, a good father and sincere friend, peculiarly devoted, thoughtful and self-sacrificing, and his loss will be deeply regretted, not only in the photographic fraternity, but to men all over this entire world. His life was a success and a great pillar of light, and while his loss will be felt deeply, a good man and strong has passed from us, yet his work done leaves behind him a monument representing everything honorable in business, and everything high in Christian life." Mr. Seed is survived by his wife, Lydia Seed, three sons: Frederick Ainscoe, Miles Richard, and Robert William; and four daughters: Eleanor, Edythe A., Lucile L., and Avis Rosilla

JENKS, George Charles, author, b. in London, England, 13 April, 1850, son of George Stillwell and Eliza (Miller) Jenks. It often has been observed that the inclinations of early youth point the way to the career sought in maturity. Certainly it was so in the case of George C. Jenks, for, many years before he ventured to try his hand at writing fiction for print, he had gained schoolboy fame as a story-teller of merit. Like most British boys, he was sent to a boarding-school in the country when he had passed the rudimentary stage of education. They believe, or used to believe in England, in sending boys to bed early. At school the retiring hour for youth was eight o'clock. Naturally it was impossible for active-minded lads to go to sleep at that hour, especially in the summer, in broad daylight, so it had long been the custom to while away the time till slumber stole over them, for each boy, in turn, to tell a story for the entertainment of the others. With twenty boys in a dormitory, this was not very exacting on any one. Some weird narratives were related, and some were liked better than others. The yarns spun by George Jenks—which he confesses were largely a rehash, with original interpolations of "Robinson Crusoe," "The Swiss Family Robinson," "Grimm's Fairy Tales," "The Arabian Nights," "Æsop's Fables," and miscellaneous juvenile tales that had happened to come his way—made a pronounced hit, and often he paid the penalty of his popularity by being required to act as bedroom entertainer out of his turn. On leaving school, and having the choice of several callings, he selected that of Benjamin Franklin and Horace Greeley, and in time became a good printer. It was when he was a full-fledged compositor, after his apprenticeship, in 1872, that he came to the United States by way of Canada, and finally took up his residence in Pittsburgh, Pa. Here he found it a short and easy step from the type case to the editorial room. His first reportorial work was done on Pittsburgh papers. In the fifteen years he resided in that city he did newspaper work of all kinds. For seven years he was an editorial writer on the Pittsburgh "Press," and also wrote editorial comment for the "Post" and "Times" of that city. For thirty years he was a dramatic critic—first in Pittsburgh and afterward in New York, and early established a reputation for discernment and strict fairness as a theatrical reviewer—a reputation which led to his being offered the position of dramatic editor on the New York "Commercial Advertiser" (later the "Globe"), where he remained some years. Mr. Jenks has been connected with various New York magazines in the same capacity, and always has retained his interest in theatrical affairs. In 1891 he produced "As You Like It" on the lawn of a suburban hotel in Pittsburgh, with Rose Coghlan for his *Rosalind*, the late Joseph Haworth as *Orlando*, and William Muldoon—once a champion wrestler, and now owner of a sanitarium known the world over—as *Charles the Wrestler*. This was the first time a Shakespearean play had ever been produced out of doors at night, although it has been done many times since. From the beginning, in what leisure he could steal from his newspaper and theatrical work, Mr. Jenks has written popular fiction, both in the magazines and between book-covers. Readers have liked his writing, and he has a large following, which always insures a profitable sale for his books and causes him to be welcomed by magazine editors. He has written other books besides novels, however. One of his most important productions is "The Official History of the Johnstown Flood," (1890) which was written from personal observation of the awful devastation of Johnstown a few days after the waters broke loose from South Fork dam, and in an hour made a charnal heap of what had been a prosperous, cheerful city. For twelve months Mr. Jenks was New York correspondent of the Pittsburgh "Dispatch," and for five years longer acted in that capacity for the "Gazette-Times" of that noted manufacturing center. During that period he was frequently brought into personal contact with Henry C. Frick, Andrew Carnegie, Charles M. Schwab, and other famous captains of industry. One of the few intimate sketches of the first-named personages that have appeared in print was written by Mr. Jenks for a large New York newspaper. Mr. Jenks writes book reviews for the New York "Times," and has contributed to the "Bookman" and other literary publications in New York and London. But his main vocation is producing fiction, and this he does so industriously that his name is well known to readers of popular novels all over the country. He is the author of several plays that have been produced successfully, and he turns out a photo-play to order now and then. George C. Jenks was married in 1878, in Detroit, to Sarah Jane Lambert, who died in 1895; to Elizabeth Josephine Aylward, in New York, 1897, who died three

months later, and in 1899, in New York, to Katherine Baird, of Latrobe, Pa. He has two sons: Frank Hewson Jenks, in business in Detroit, Mich., and Charles John, who is in the business office of the New York "Times," also one daughter, Mrs. Guy H. (Beatrice) Wintersteene, of Auburn, N. Y. George C. Jenks resides with Mrs. Jenks, at Owasco, N. Y. in summer, and in New York in winter.

ELY, Horace Selden, real estate operator, b. at Franklinville, Cattaraugus County, N. Y., 18 Feb., 1832, son of Seth and Laura (Mead) Ely; d. in New York City, 27 April, 1904. On both sides he was descended from old and well-known families of the State of Connecticut. He received his education in the local academy and in private schools at Euclid, a suburb of Cleveland, Ohio. In 1854 he removed to New York City, and there began his business career in the employ of his uncle, Abner L. Ely, who was engaged in the real estate business. At the same time he continued his studies by attending evening schools. Being both gifted and industrious, he soon mastered every detail of the business, and upon the death of his uncle, in 1871, he became head of the firm. Mr. Ely devoted all his energies and abilities to the interests of his clients, and gradually established an influence and prominence in his own line second to none. The high degree of confidence which was reposed in him both by his clients and the public brought him many positions of trust and responsibility. He was appointed executor of numerous important estates, and was frequently called upon to act as commissioner in appraising property. As the agent for some of the largest office buildings in New York City, his became one of the best known business names in the metropolis. He was also a member of the New York Chamber of Commerce, and was president of the Real Estate Exchange. Mr. Ely was a trustee of the Fifth Avenue Presbyterian Church and a member of the Union League, City, Republican, and Lawyers' Clubs. He married 16 Sept., 1875, Fanny Rogers, daughter of Matthew Griswold, and granddaughter of Gov. Edgar Griswold, of Connecticut. The Griswold family is connected by marriage to the famous Wolcott family of Connecticut and Mrs. Ely is thus descended from no less than five governors of the State of Connecticut. Mr. and Mrs. Ely had two sons, Horace Griswold and Matthew Griswold, and two daughters, Fanny Griswold and Marion Griswold Ely.

CASE, Jerome I., manufacturer and inventor, b. in Williamston, N. Y., 11 Dec., 1819; d. in Racine, Wis., 22 Dec., 1891, son of Caleb and Devorah (Jackson) Case. His earliest American paternal ancestor was of English birth, and came to this country early in the Colonial period. Through his mother, he was of Irish stock and was a close kinsman of Gen. Andrew Jackson, the first American representative of the family coming from Carrickfergus, on the north coast of Ireland. During the early years of the century his parents moved from Rensselaer County, N. Y., to Williamston, N. Y., in the midst of what was then an unbroken wilderness and where, with the pioneer spirit, the elder Case, proceeded to carve out a home for himself and his family. In this rugged environment, Jerome grew up, laboring with his father on the farm during the summers and attending the log-cabin district school during the winters. When he was about sixteen, his father bought a one-horse tread-power threshing-machine, with which he not only threshed his own crops, but took over contracts for threshing those of his less progressive neighbors as well. This mechanism he placed under the charge of his son, Jerome, who manipulated it during working hours and kept it in working order. From this apparently insignificant incident large results were to follow, not only in the life of the boy himself, but in the development of American agricultural industry. On attaining his majority, in 1840, young Case continued threshing for the farmers on his own account. The care of the machine had developed in him a a natural fondness for mechanics and perhaps inspired in him a desire to acquire a broader knowledge of the science. After a season's work he had saved up enough money to satisfy his ambition to continue his studies in a more advanced school and, accordingly, in the fall of 1840, he entered an academy in Mexicoville, N. Y. Though he proved exceptionally apt at his books, he soon began to realize instinctively, that it was not in the direction of academic study that his proclivities lay. When his mind should have been busy with Latin and Greek verbs, he found the levers and ratchets of his threshing-machine intruding and evolving themselves into wonderful new mechanisms. It gradually came to him that his education must be acquired through his own initiative and not by means of conventional school courses. At the end of the first term he left the academy and set himself at once to the work which he felt he had to do. He was now twenty-two and with no capital, aside from the enthusiasm of youth, he turned once more to his threshing machinery. Obtaining six machines on credit, he went West, to what was then Wisconsin territory, and located at Racine, then a mere village. Here he sold five of his machines to good advantage; the sixth he retained that he might earn his living threshing the farmer's grain and continue his experiments. During the days he worked the machine, and the evening and night he spent devising improvements. With such tools and implements as he could obtain, he gradually rebuilt the mechanism of his thresher until he had effected a very decided improvement on the original machine. Previously the machine was what was called an open thresher; the grain, chaff, and straw being delivered together from it. Afterward the winnowing had still to be done, to separate the chaff from the grain. It was in the winter of 1843-44 that Mr. Case succeeded in including in his mechanism the functions of a separator, following out an idea which had long occupied his mind. With the enthusiasm inspired by this first success he

1899, in New York, to ... of Ben Ard ... Latrobe, Pa. He has ... representative ... Lawson Jenks, in business ... and Charles John, ... in the office of the New York ... daughter, Mrs. Guy ... home, of Auburn, N. Y. ... resides with Mrs. Jenks, at Owasco, ... in summer and in New York in winter.

ELY, Horace Seymour, real estate operator, ... at Franklinville, Cattaraugus County, N. Y., ... Feb., 1832, ... of Seth and Laura (Mead) Ely; d. in New York City, 27 April, 1904. On both sides he was descended from old ... family. ...

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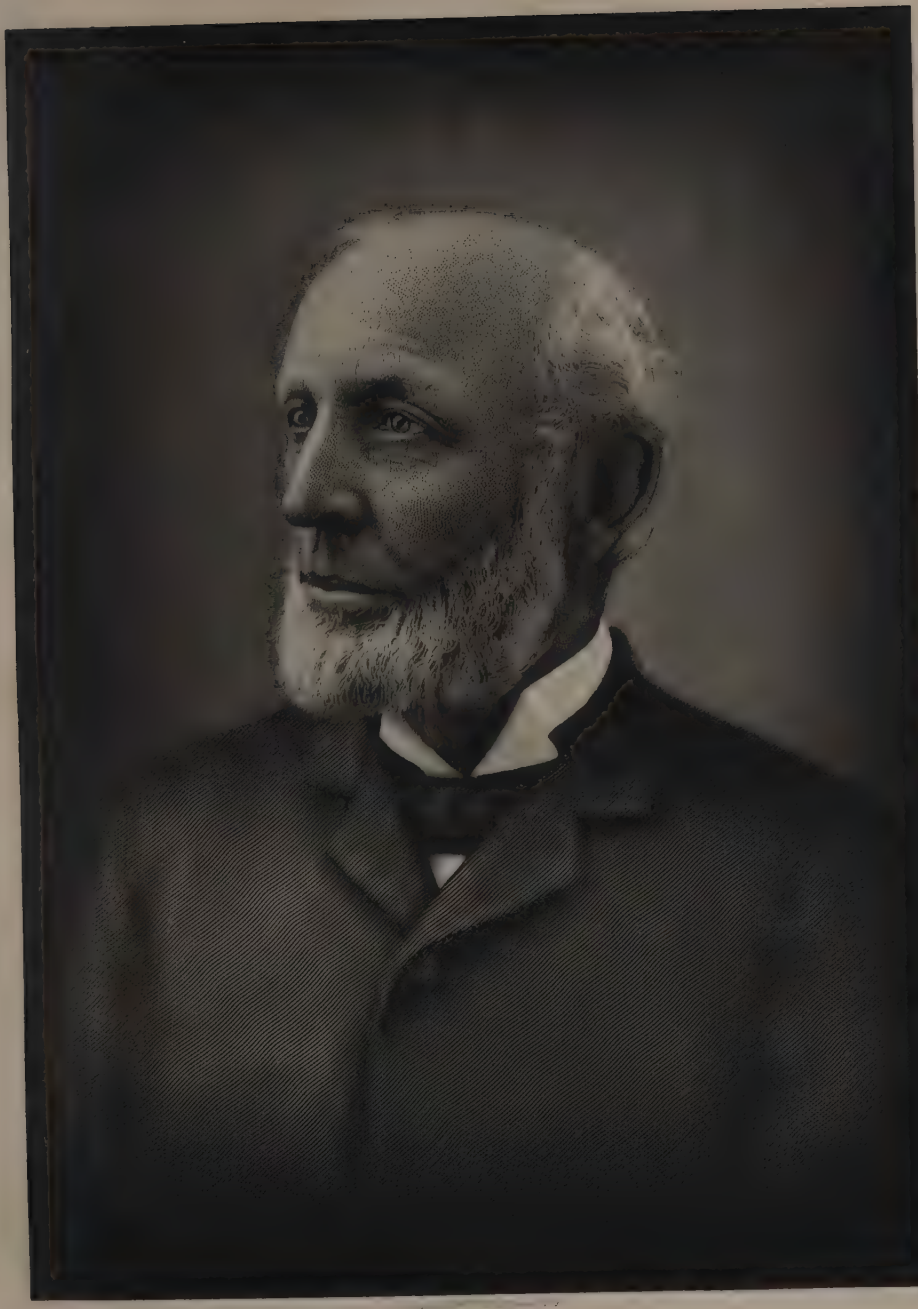
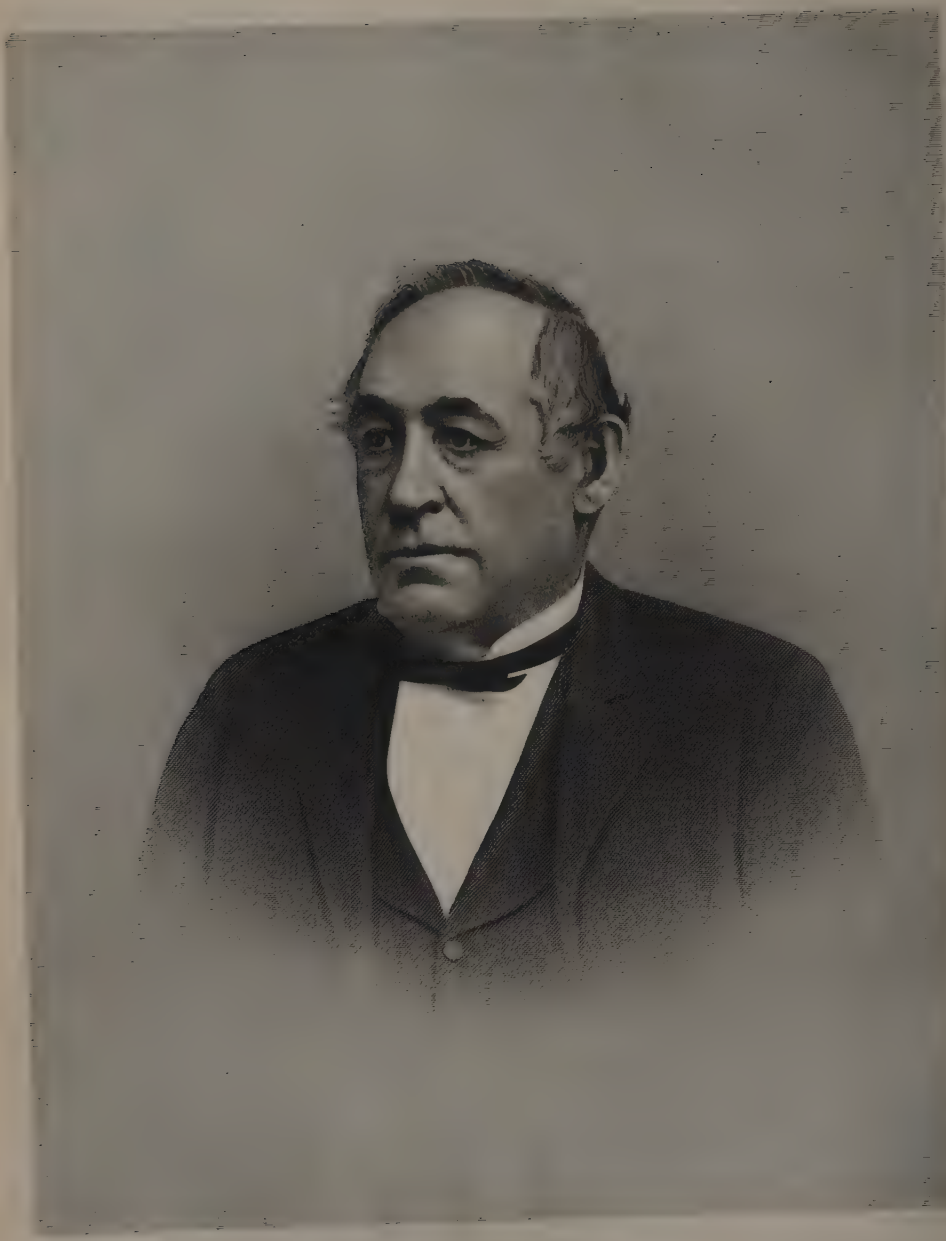


J. I. Case

determined to do the impossible, and without capital, except the little money he had saved from his earnings, he rented a small machine shop in Racine and began to manufacture his machines. His first attempt contemplated only six, but when he confided his plans to one of the best agricultural experts of the state, the latter remarked that if they worked satisfactorily they would still be more than were needed in the state. Nevertheless, the machines were not only made, but they were sold. The agriculture of the country was developing fast and the broad prairies were not only proving exceedingly fertile, but they were also especially adapted to the use of agricultural labor-saving machinery, and the farmers were intelligent enough to realize it. For the following three years Mr. Case continued experimenting, demonstrating, improving, and manufacturing new machines. His steady perseverance and patience brought their logical results; he sold the products of his workshop and gradually acquired a working capital. In 1847 he was able to erect his first machine shop, not far from the site of the present extensive works which he lived to hand down to posterity. It was only thirty feet wide and eighty feet long, but at the time it seemed far too large for the plant he had hopes of establishing. By this time he had developed a serviceable machine, and the demand increased as fast as his growing plant could turn it out. By 1855, only thirteen years after he had begun in his small rented shop, he was in a position to realize that he had been successful, in the fullest sense of the word. His plant covered several acres, including a dock at which vessels could load, a belt factory, paint shops, furnace and molding rooms and vast workshops filled with costly and complicated machinery. During the first year he had felt elated over turning out eleven machines; during the second he had reached the number of one hundred. Within ten years he had made and sold 1,600 machines. So the enterprise continued to expand until at the time of his death the plant had become the largest of its kind in the world, covering an area of forty acres with an annual capacity of 2,500 machines, and his name became familiar throughout all the civilized countries of the world. It was of such pioneers of American agriculture that William H. Seward said: "Owing to the inventions of these men the line of civilization moves westward thirty miles a year." Seward had good reason to appreciate what these inventors did for the Union cause during the Civil War, for it was by the utilization of their machines that the wheat fields of the West could be harvested after the men had gone to the front, while the South was obliged to endure hunger. By displacing hand labor, men could be spared for the armies. In 1863 Mr. Case organized the firm of J. I. Case and Company, and in 1880 the business was incorporated under the name of the J. I. Case Threshing Machine Company. Having achieved success in the development of his thresher, Mr. Case turned his energy into other directions. In 1876 the plow business which today bears his name was established and has grown to immense proportions with branches in all the important agricultural implement sections of the country and to this business he gave much of his personal time and attention, and had the utmost confidence in its ultimate growth and development. He said of it, "It is the most fundamental business I know, for though crops may fail the land must be plowed and plowed again, and the first essential to the raising of crops is the plow." He established and developed the J. I. Case Plow Works, which has also grown to large proportions. With other capitalists, he was interested in the Northwestern Life Insurance Company, of Milwaukee, being a member of its board of trustees for many years. In 1871 he assisted in founding the Manufacturers' National Bank of Racine, and during the same year established the First National Bank of Burlington, Wis., of both he remained president until his death. Later he was connected, as a large stockholder, with the First National Bank of Crookston, Minn., the First National Bank of Fargo, N. D., the Pasadena National Bank of Pasadena, Cal., and the Granite Bank of Monrovia, Cal. He also owned extensive tracts of land in California, where he established a winter home. Outside of Racine, he acquired a large area of land which he developed into what has since become known as Hickory Grove Farm. Associated with others, he purchased and improved the Glenwood Stock Farm, near Louisville, Ky., which was afterward conveyed to a stock company. From his association with this latter enterprise he acquired a keen interest in the breeding of fine horses, and in this pastime activity he was as eminently successful as in his more serious affairs. Among the famous race horses bred and owned by him were Jay-Eye-See, whose name was familiar to every child of that period. Later, when his life work had been well established, he interested himself in local civic affairs and was twice elected mayor of Racine and he served his term as state senator. In 1876 he was appointed by the governor as one of the commissioners to represent the state at the Centennial Exposition in Philadelphia. He helped to found the Wisconsin Academy of Science, Arts, and Letters. Though he had acquired a large fortune before his death, to the last he remained the plain citizen that his father was before him; he was essentially a democrat at heart. He was born in and belonged to that period of hardy American pioneers who were masterful in the things they accomplished and he stood out as a master among men. His was a powerful personality, dominated by an elemental force which found its vent in the doing of big things and which influenced not only its own times, but which is still felt by those who were associated with him in active business. He was essentially a self-reliant man, with absolute confidence in his own judgment of men and things and with a superlative courage when it came to carrying out anything which he had once undertaken. "I have yet to come in contact with a man of such quick and decisive judgment," said H. M. Wallis, president of the J. I. Case Plow Works. It was a day of big men, that period in which J. I. Case lived, when the "Great West" was in process of building, but his name must stand out prominently in the history of that epoch, together with McCormick, who created the harvester, James J. Hill, who built railroads, and other pioneers of that section. In 1849

Mr. Case married Lydia A. Bull, daughter of De Grove Bull, of Yorkville, Wis. They had four children: Jackson I. Case, Mrs. Percival S. Fuller, Mrs. H. M. Wallis, and Mrs. J. J. Crooks, of San Francisco.

O'BEIRNE, James Rowan, soldier, journalist, b. in Roscommon County, Ireland, 25 Sept., 1840; d. in New York City, N. Y., 17 Feb., 1917, son of Michael Horan and Eliza (Rowan) O'Beirne. His father was descended from an ancient Irish family, but early in life became affiliated with the young Ireland party which opposed itself strenuously against English rule. He was closely associated with such prominent leaders as Michael Doherty, Thomas Francis Meagher, Smith O'Brien, and others. When the younger O'Beirne was only a child of nine months his parents emigrated to this country in a sailing ship and settled in New York City, where the elder O'Beirne became a member of the firm of Roche Brothers. Here in New York City, Mr. O'Beirne spent his boyhood and attended the St. Francis Xavier and the St. John's colleges. From the latter institution he graduated at the age of nineteen with the degree of A.M., being later also awarded the degree of LL.D. Having concluded his education, he entered the firm of Roche, O'Beirne and Company, of which his father was a partner, but not long after he severed his connection with this firm and went into business for himself. But he was not long to remain in business, for soon afterward the Civil War broke out and Mr. O'Beirne was one of the first to respond to the President's call for volunteers. He immediately enlisted as a private in the Seventh Regiment, N. G. S. N. Y. His term of service expired before he could see active service at the front, whereupon he immediately joined the Thirty-Seventh New York Irish Rifles Volunteers, also known as the Irish Rifles, with the rank of second lieutenant. He served with distinction at the Battle of Fair Oaks, he and his command maintaining their position on the firing-line under a heavy fire until ordered to fall back. For this achievement he was awarded a medal of honor by Congress. At the Battle of Chancellorsville, 3 May, 1863, in which he participated as captain of his company, the Color Company, he was severely wounded, a ball passing through his chest and piercing one lung. His rise in rank was now rapid and when he was finally mustered out of service, at the close of the war and having refused a commission in the regular army, he was a Brigadier-General of the Veteran Reserve Corps of the U. S. A. So serious had been his wound at the Battle of Chancellorsville that he was found unfit for further service in the field, whereupon he was assigned to duty in the Provost Marshal General's Bureau, in the War Department, in Washington. Toward the close of the war he was appointed military provost marshal of the District of Columbia. During July, 1864, when the Confederate general, Jubal Early, invested the national capital, General O'Beirne was appointed acting provost marshal general of the defenses north of the Potomac by Secretary of War Edward M. Stanton. General O'Beirne was on duty in the national capital at the time of President Lincoln's assassination by Wilkes Booth, and in the scenes immediately succeeding the murder he took a very prominent part, for it was directly through his efforts that the assassin was overtaken and killed. From the moment that Lincoln was laid on his deathbed, until he breathed his last, O'Beirne, as provost marshal of the District of Columbia, was in constant attendance, under the direct orders of Secretary of War Stanton. By the latter he was sent to summon Vice-President Johnson from the Kirkwood House and it was he who escorted the Vice-President through the dense crowds in the streets to the bedside of the dying President. He was present next morning when Johnson was quietly sworn into office as President of the United States, less than a dozen persons being there. Under written orders from Secretary Stanton he then began his successful pursuit of the assassin. Already he had made an investigation. When he had informed Vice-President Johnson that the President had been shot, the latter immediately told him that his suspicions had been aroused that night at the Kirkwood House. For hours Johnson and his negro servant had heard footsteps in the room above. In this room General O'Beirne, after an investigation, found a blank book belonging to Wilkes Booth, a large Bowie knife, a Colt's navy revolver. The room had been let to George Atzerodt, one of the accomplices. He also established the fact that Payne, the assailant of Secretary Seward, had also frequented the room. After presenting this and other evidence to Secretary Stanton, the later immediately ordered him to begin the pursuit, authorizing him to call on all army and navy forces for aid. In twenty-four hours he had detectives at the lower gateway of Maryland and others scattered over the country through which the fugitive was supposed to be fleeing. Then he, with six detectives and twenty-five privates and non-commissioned officers, dashed down the Potomac on the flagship "Martin" to Port Tobacco, where Booth and his accomplices were known to have played poker and hatched their plot. Going ashore, they scoured the swamps in that vicinity, a noisome, pestilential, oozing morass. After some hours in this sea of slime General O'Beirne stopped in a comparatively dry spot to light his pipe. In throwing down the lighted match he set fire to some dry leaves. As he was stamping out the small blaze his eye caught sight of a peculiar three-cornered hole in the ground. It was the print of a crutch and Booth was known to have a crutch. The crutch prints were followed to the river,



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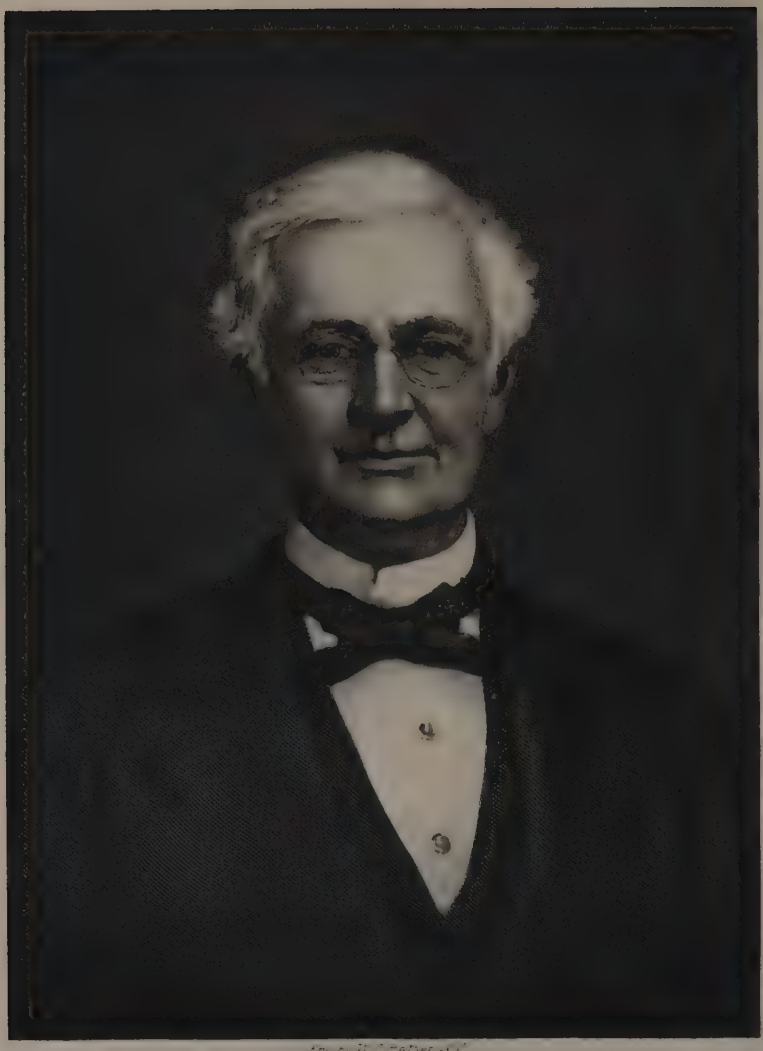
which was crossed, and the trail was taken up again on the opposite bank. For miles and miles they followed this peculiar trail, until the men could go no further from sheer exhaustion. Secretary Stanton was then informed by telegraph that Booth had been tracked to the vicinity of Port Royal, and there he was captured and killed the next day. After the war General O'Beirne was appointed register of wills in the District of Columbia. Later he entered the field of journalism as the Washington correspondent of the New York "Herald," after which he became editor and proprietor of the Washington "Gazette." Then followed various appointments under the Federal government; for a while he was special agent for the Office of Indian Affairs in the Department of the Interior, which position he resigned in order to participate in the political campaign of Ira Davenport, candidate for governor of New York. Later he was for a while commissioner of immigration for the port of New York, and under Mayor Strong, of New York, he served as commissioner of charities. At the time of his death General O'Beirne was clerk of the supreme court of the State of New York. In character General O'Beirne was a man of intense convictions. When he offered his services to his adopted country to serve as a soldier against the Southern States, he was impelled by more than a sense of duty as a patriot. To him the idea of human liberty was an intense reality, and quite aside from patriotism, his sympathies must have been strongly against the cause which could uphold the institution of chattel slavery. Thus the enthusiasm which impelled him to fight for the Union cause was of double origin; from a sense of patriotic duty and from love of human liberty. His devotion to this latter ideal General O'Beirne probably inherited from his father, for throughout his whole life he was a strong supporter of the Irish movement for freedom in America. He was a member of the Irish Parliamentary Fund Association and a close friend of the Irish patriot, Parnell, whom he persuaded to visit and to speak in this country. It was through General O'Bierne's efforts that Parnell was accorded the privilege of speaking in the House of Representatives. Human liberty, however, was to him by no means the prerogative of any one people. He was intensely interested in all the struggles for liberty going on throughout the world, whether in the Balkans, in Russia, or in South Africa. During the Boer War he was appointed by President Kruger, commissioner extraordinary to represent the Transvaal in the United States. General O'Beirne was very active as a member of the Grand Army of the Republic. He was president of the United States Army and Navy Congressional Medal of Honor Legion of the United States and associate organizer, treasurer, and president of the American Boy Scouts. During the Columbian celebration, in 1893, he was marshal of the Catholic schools and colleges. General O'Beirne was decorated by the government of Venezuela with the "Bust of the Liberator" for his work in the removal of the body of General Paz from New York to Venezuela. At the time, a parade was held in honor of General O'Beirne. He was also in charge of President Johnson's "swing round the circle," at the time the latter was under trial for impeachment. General O'Beirne was awarded a medal from the organized labor organizations in this country for his activities as chairman of a committee which called on General Grant in the interest of the eight-hour law, being one of the first to agitate this reform. General O'Beirne was for many years president of the Washington Savings Bank and president of the Yonkers Electric Light Company. On 26 Oct., 1862, he married Martha, daughter of Patrick Brennan, of New York City, and they were the parents of one daughter, Gertrude M. O'Beirne. The marriage was solemnized in the home of Patrick Brennan, at Eighty-fourth Street and Old Bloomingdale Road, now Broadway, New York City. Patrick Brennan was a man of unusual literary talent and the author of "The Battle of Chancellorsville."

CHENEY, Benjamin Pierce, transportation pioneer, b. in Hillsboro, N. H., 12 Aug., 1815; d. in Wellesley, Mass., 23 July, 1895, son of Jesse and Alice (Steele) Cheney. He traces his descent from the best New England families, many members of which figured in the early history of the colonies. One of his ancestors, John Cheney, was a prominent freeman of Newbury, and served several terms as selectman. From him the line of descent follows through six generations to Peter and Hannah (Noyes) Cheney (1639-95); John and Mary (Chute) Cheney (1666-1750); John and Elizabeth (Dakin) Cheney (1705-53); Tristram and Margaret (Joyner) Cheney (1726-1816); Elias and Lucy (Blanchard) Cheney (1760-1816), and his parents. His grandfather, Elias Cheney, enlisted in the Revolutionary War at the age of seventeen and was wounded in the battle of Fort Ticonderoga. Benjamin P. Cheney was named for Benjamin Pierce, a governor of New Hampshire, at the governor's request. He was educated in the common schools of his native town, and at the age of ten was employed in his father's blacksmith shop. At twelve he found work in the country tavern and store at Francestown, and at the age of sixteen drove a stage coach between Nashua and Keene, an occupation which continued for nearly five years. In those days railroads were few, did not compete seriously with the stage coach, and Mr. Cheney was frequently called upon to pick up passengers from a disabled train and carry them to their destination. He made the acquaintance of many noted men, among them Daniel Webster, whose friendship he enjoyed throughout his lifetime. The carrying of express matter was an important source of revenue in the stage coach business, and in 1842, Mr. Cheney with Nathaniel White, of Nashua, N. H., and William Walker, of Concord, N. H., formed the United States and Canada Express Company, combining several stage lines into one organization. In 1852 he purchased the Fish and Rice Express, and operated a line between Boston and Burlington, Vt., later merging this thriving business with other companies. Mr. Cheney built a large and prosperous industry from small beginnings, and in 1879 consolidated his business with the American Express Company, of which he became the largest stockholder and was treasurer and a member of its board of directors.

Through his remarkable knowledge of transit systems and his ability to judge men, Mr. Cheney laid the foundation of one of the main transportation corporations of the country. His transit interests brought him prominently into the foreground, and in succeeding years he was enabled to develop other important enterprises. He became connected with the overland mail to San Francisco; was an organizer of the Wells-Fargo Express Company and the Vermont Central Railroad; and was a pioneer in the construction of leading Western railroads. Among these may be mentioned the Northern Pacific Railroad, and the Atchison, Topeka and Santa Fe Railroad. His loyalty to the enterprises to which he lent his name was well illustrated at the time of the Atchison railroad failure, when he declined to take advantage of inside information and follow the other directors in unloading his holdings of the stock of the company. Mr. Cheney amassed a fortune through honest business effort, and was regarded in the commercial world as a man of tenacious purpose and intense convictions. He was quick to see opportunities offered by the expansion of the country, and early demonstrated that he was not unworthy of the responsibilities placed upon him. He was a tireless worker, with a thorough knowledge of business affairs, and kept himself well informed concerning industrial developments. A man of high personal honor, he took pride in his reputation as an express and transit pioneer. Mr. Cheney found time to devote to the study of history, and was an active member of the New England Historical and Genealogical Society. He contributed liberally to worthy charities, and encouraged every movement for the welfare of the community. Among his donations may be mentioned $50,000 to Dartmouth College; also a large sum toward the founding of an academy named in his honor in Washington Territory. In 1886 he presented to the State of New Hampshire a statue of Daniel Webster, which was erected in Concord. Early in his career, Mr. Cheney was deprived of the use of his right hand by a railway accident, but this misfortune did not interfere with his business activities. In June, 1865, he was married to Elizabeth Clapp, of Dorchester, and they had five children: Alice Steele, Mary, Elizabeth, and Benjamin Pierce Cheney, Jr.

BAKER, John Sherman, banker, b. in Cleveland, Ohio, 21 Nov., 1861, son of Asabel Morse Baker and Martha Patience Sprague Baker. He is a descendant from Edward Baker, who emigrated to this country from London in June, 1860, settling in Boston. At the age of twenty, John S. Baker engaged in business on his own account, operating a general store at Carbonado, Wash., and in the following year migrated to Tacoma. In 1889, in company with others, he organized the Fidelity Trust Company, in the state of Washington, of which he is now president. Mr. Baker is prominently connected with many enterprises in Tacoma, building and owning many of the larger office and business structures of the city. He is interested in many financial and manufacturing corporations, including flour and lumber mills, and steamship lines. In 1889 the citizens of Tacoma elected him to the state senate, where he served four years. For more than twenty years Mr. Baker has been the largest individual taxpayer in Tacoma. He is a member of many social and fraternal organizations, and is the organizer and president of the first professional baseball club started in Tacoma. Mr. Baker was married on 12 May, 1887, to Laura, daughter of Capt. John C. Ainsworth, president of the Oregon Steam Navigation Company, and a pioneer settler in Oregon. They have one child, Bernice Ainsworth Baker.

MILLER, Alfred Jamieson, merchant, b. in Monmouth County, N. J., 15 Feb., 1846; d. in Camden, Me., 2 July, 1904, son of James Harvey and Sarah (Jamieson) Miller. His earliest American paternal ancestor was Henry Miller, who came to this country from Holland early in 1680 and settled in New York. His grandfather, Captain Miller, commanded a company in the Continental army; an uncle, on his father's side, built one division of the Erie Railroad. His father was in the business of tanning in New York City in 1829, but during a cholera epidemic removed to New Jersey, where he became connected with the Camden and Amboy Railroad. At one time he was a member of the notable fire brigade of citizens of New York. In 1858, when only twelve years of age, Alfred J. Miller went with an older sister to visit the family of William Whitehead, at that time a resident of Middlesex County, N. J. Having no sons of their own, and being strongly attracted by the engaging personality of the boy, the Whiteheads persuaded his parents to allow him to remain with them on an indefinite visit. Thus was begun a friendship which was later to be cemented with closer bonds, and was also to merge into a life business relationship. In 1861 Mr. Miller visited an aunt, Mrs. Winibish, the wife of an editor of a leading newspaper in Montgomery, Ala., who had been obliged to leave the South on account of their Northern sympathies. They had just arrived in St. Paul, Minn., when Mr. Miller came to them on his visit and it was there and then that he met the late James J. Hill, who was attracted by the latent abilities which the lad seemed to possess, and offered him a position in his employ. In the meantime, however, Mr. Whitehead, whose infant son had just died, wrote, asking him to return and make his home with him, which he decided to do in preference to accepting Mr. Hill's offer. In 1866 Mr. Miller, when twenty years of age, entered the firm of which Mr. Whitehead was the head, in the foundry supply business. It was then known as C. W. and J. Whitehead, but was finally incorporated under the name of Whitehead Bros. Company. Here he rapidly rose from one



Wm Seaver Gleason

position of trust to another, until finally he became vice-president. For many years he was also the New England agent of the firm. From 1869 to 1872 he was also a shipbroker, with an office on South Street, New York City. In spite of his busy life, Mr. Miller still found time to travel extensively, even extending his tours into the Orient, which was then not within the beaten line of American travel. While abroad he met many notable people, notably the late King Edward of England, then Prince of Wales, and Earl Spenser, who talked with him, and who valued his opinions on questions of the day concerning the United States. Mr. Miller was a keen votary of outdoor sports, such as sailing, golf, driving, and motoring. In earlier years he had been a member of an amateur theatrical society, and all through his life he was a constant reader and a devoted admirer of Shakespeare. In politics his sympathies were with the Republican party, especially in the earlier days, when its platform strongly enunciated the principles of anti-slavery and a consolidated Union. On 10 Dec., 1873, Mr. Miller married Charlotte, daughter of his old-time friend and business associate, William Whitehead. They had two children, one son, Alfred Jamieson Miller, and one daughter, Isabel Miller.

HARPER, Francis Alexander, attorney and banker, b. at Ora, Ontario, Canada, 28 March, 1874, son of Marmaduke and Margaret (Thompson) Harper.

His father (1829-1909) was a farmer. His education was received in district schools, and in the high school at Champion, Mich. He then entered the law department of the University of Michigan, and was graduated LL.B. in 1896; being admitted to practice in both Michigan and Illinois in the same year. Since then he has been in active practice in Chicago, and has confined his attention almost entirely to corporation and real estate matters. Throughout his career of nearly twenty years, he has practiced as an individual, having been connected with no firm, and his name has appeared in connection with many important cases in litigation in Cook County courts. He resides at Tinley Park, where he is president of the village, also vice-president of the Bremen State Bank of the same place, and one of the recognized leaders of local affairs. For seven years Mr. Harper was a member of the faculty of the Chicago Law School, holding the chair of evidence and torts. He is a member of the Chicago and Illinois Bar Associations; is affiliated with the Knights of Columbus, and belongs to the Hamilton Club, Woodlawn Park Club, the Irish Fellowship Club, and the Michigan Society. Mr. Harper was married 12 Oct., 1898, to Mary Angela Kennedy, of Ishpeming, Mich. Their children are: Francis A., Jr., Ellen, and Mary Angela.

GROSVENOR, William, physician and manufacturer, b. in Killingly, Conn., 30 April, 1810; d. in Maplewood, N. H., 12 Aug., 1888, son of Dr. Robert and Mary (Beggs) Grosvenor. He was descended, in the fifth generation, from John Grosvenor, who, with his wife Esther and four sons, William, John Leicester, and Joseph, came to this country from Cheshire, England, in 1680, and settled at Roxbury, Mass. Three children, Susanna, Ebenezer, and Thomas, were born at Roxbury. In 1686 he was associated with Samuel Ruggles, John Chandler, Benjamin Sabin, Samuel Ruggles, Jr., and Joseph Griffin, who, for thirty pounds, purchased 15,100 acres of wilderness land in the Wabbaquasett country, from Maj. James Fitch, of Norwich. The region thus purchased was called Mosamoquet. This tract included the territory afterward occupied by the towns of Pomfret, Killingly, Woodstock, and Thompson, Conn., and was given by Uncas, sachem of the Mohegans, to his son, Aweneco, who sold it to Major Fitch. The purchasers of Mosamoquet, mostly residents of Roxbury, Mass., did not at first form a settlement, and John Grosvenor died at Roxbury, 26 Sept., 1691. His widow, with her children, except the eldest son, moved with the party of settlers to Mosamoquet in 1692. William Grosvenor, the eldest son, was then a student at Harvard College, where he was graduated in 1693. He afterward resided at Charlestown, Mass, and was the ancestor of the Grosvenors of Eastern Massachusetts. Mrs. Grosvenor had set off to her 540 acres near the center of the new settlement. Among her descendants have been men who have distinguished themselves in the colony and State; one of whom was the Cólonel Grosvenor who commanded a portion of the Connecticut troops at the battle of Bunker Hill. The youngest son of John and Esther Grosvenor was Col. Thomas Grosvenor (b. in Roxbury, Mass., in 1685). His name frequently appears in the annals of the time. He had four sons, of whom the youngest was Joshua. The last-named also had four sons, of whom the youngest was Robert, who attained a wide reputation as a skillful physician. Robert's son, William, subject of this article, was educated to the same profession; and having completed his studies in the office of Dr. George McClellan and in the wards of the Pennsylvania Hospital, entered Jefferson Medical College, where he was graduated M.D. in 1830 at the head of the class. He then returned to his native place, where he practiced medicine for some years in partnership with his father, who had an extensive practice. Following his marriage, in 1837, he removed to Providence, R I, and began business in that city as a wholesale merchant in drugs and dyestuffs For five years he was the senior partner in the firm of Grosvenor and Chace, wholesale druggists, but having made himself familiar with the business of stocking the printers of calico with cloth he embarked in that business, in which he continued until 1852. The death of Amasa Mason, a relative on his wife's side, prepared the way for him to engage in the manufacture

of cotton fabrics, and the result was the factories of the Grosvenor-Dale Company, situated in the valley of Grosvenor Dale, Conn. The first purchase of less than 8,000 spindles has been, by wise administration, increased to 95,696 spindles, the largest establishment for the manufacture of cotton textile fabrics in Connecticut, and one of the largest in the country. The business capacity and integrity of Dr. Grosvenor won for him a high place among the business men of New England. Outside of the industrial world Dr Grosvenor made his influence felt in many ways. At the commencement of the Civil War and as chairman of the committee on finance of the State senate, he occupied a responsible position, and among other matters which were brought to the attention of the committee was a petition to which were affixed the names of a large number of highly respected citizens of South Kingston, asking for appropriations for the erection of a monument to the memory of Gen Isaac P Rodman. It was at a time when the State was issuing her bonds by millions for the defense of the government, and many gallant and distinguished sons of Rhode Island had lost their lives in the service of their country. The committee recommended "that a monument becoming the affluence of the State and the memory of her illustrious heroes in this war with the rebels, be speedily erected." Subsequently, at the session of 1866, Dr. Grosvenor introduced a resolution for the appointment of a committee to select a site and obtain designs for the proposed monument, the result of which action was the memorial in granite and bronze which stands in front of the city hall in Providence Dr Grosvenor married on 22 Aug., 1837, Rosa Anne, daughter of Hon. James Brown and Alice (Brown) Mason. They had seven children: William, Jr., who became treasurer and manager of the business at the home office in Providence, upon the death of his father; James B. M., who was founder of the house of Grosvenor and Company in New York, selling agent in that city; Amasa M., who died in infancy; Alice M., wife of Dr John J. Mason, of New York; Robert, a graduate of Norwich University, who was associated with his brother in the Providence office until his death, 19 July, 1879; Eliza Howe, who died in infancy, and Rosa Anne Grosvenor

GROSVENOR, William, Jr., financier and manufacturer, b. in Providence, R. I., 4 Aug., 1838; d. in Providence, R. I., 20 June, 1906, son of Dr. William (1810-88) and Rosa Anne (Mason) Grosvenor He received his education at Brown University, from which he was graduated in the class of 1860 with the degree of M.A. Soon after graduation he entered the office of the Grosvenor-Dale Company, of which his father was the head, and it was in connection with cotton manufacturing that he was most prominently known through his long connection with the company of which he became treasurer and manager upon the death of his father in 1888. This great cotton manufacturing enterprise was brought to its high standard of development by his father, who secured the original plant in 1852. By a liberal outlay, and as the result of a thorough and wise organization, the first purchase of 8,000 spindles was increased until it ultimately became considerably the largest establishment for the manufacture of cotton textile fabrics in the State of Connecticut, and one of the largest of its class in the country. Of a very retiring disposition, Mr. Grosvenor devoted his whole energy and attention to the company and was very successful. He was a charter member of the Hope Club of Providence, and a member of the Agawam Hunt and Newport Golf Clubs. He married on 4 Oct., 1882, Rose D., daughter of Theodore W. Phinney, of Newport, R.I., and they had seven children: Alice (Mrs. Dudley Davis), Caroline (Mrs G Maurice Congdon), William, Rose (Mrs. George Peabody Gardner, Jr.), Robert, Anita, and Theodore Phinney Grosvenor.

ABBETT, Leon, governor of New Jersey, b. in Philadelphia, Pa., 8 Oct., 1836; d. in Jersey City, N. J., 4 Dec., 1894. His great-grandfather, an English Quaker, came to America in 1750, and located in Montgomery County, Pa. Mr. Abbett completed his studies at the Central high school of Philadelphia, with the class of 1853, of which he was valedictorian. He then entered the law office of John W. Ashmead of Philadelphia, and was admitted to the bar in 1858. In 1859 he removed to Hoboken, and passed the examinations for admission to the bars of New York and New Jersey. He quickly acquired a reputation for learning and eloquence, his services being especially sought in cases that required familiarity with constitutional and municipal law. In 1863 he was appointed corporation counsel of Hoboken, and in 1869, president of the board of education of New Jersey. In 1864 he was elected to the New Jersey legislature, and in 1874, although absent in Europe, was nominated for the State senate. His election followed, and he was chosen president of the senate in 1877. In 1883 he was elected governor on the Democratic ticket, and re-elected on the same ticket in 1889. It was due to Governor Abbett that the railroads of New Jersey were obliged to pay the taxes they had long evaded. In his first inaugural address, Governor Abbett called attention to this evasion, and it was due to his influence that the legislature passed laws to remedy the evil. The Morris and Essex Railroad Company tried to escape the new laws under an alleged contract with the State whose terms exempted the road from taxation, but Governor Abbett used every means in his power to compel the surrender of the contract and finally forced the road to pay into the State treasury $235,000 as arrears of taxes. Governor Abbett also remedied many evils in the labor laws of New Jersey. He was one of the most popular governors the State has ever had; thoroughly democratic in manner, and an active worker in many good causes. He was fond of sports, especially yachting, and for a long time was commodore of the New Rochelle Yacht Club. In 1887, and again in 1892, he unsuccessfully competed for the office of U. S. Senator from New Jersey. In 1893 he was appointed an associate justice of the Supreme Court of New Jersey. Governor Abbett was married in 1862 to Mary Briggs of Philadelphia, who died in 1879.

BOLDT, Hermann Johannes, physician and surgeon, b. in Neuentempel, Germany, 24 June, 1856, son of Hermann and Amalie

Wm Gladstone

(Kruger) Boldt. His parents came to America when he was nine years of age, locating at Milwaukee, Wis., where he received his early education in the public schools, and later entered a school of pharmacy. He was engaged in the drug business for several years, and in 1876 entered the medical department of the New York University, where he was graduated in 1879. In that year he was appointed assistant professor of gynecology under Dr. M. A. Pallen, with whom he served three years. When the Post-Graduate Medical School was formed, in 1881, Dr. Boldt became instructor in female diseases and midwifery, but resigned after a few months to enter private practice. He was appointed professor of female diseases at the Post-Graduate Hospital in 1890, holding this chair, in addition to his large private practice, and his duties at the German *Poliklinik*, which he helped to found. Since 1893 he has devoted his attention to gynecology. He is a consulting physician of Beth Israel, St. Vincent's, St. Mark's, and other hospitals. Each year it has been his custom to spend several months in foreign hospitals, for the purpose of acquainting himself with the latest discoveries of European surgeons. Dr. Boldt was the first investigator in America to determine the psychological action of cocaine, and is considered an authority on the subject. He was an early advocate of the original method of operation in certain cases of pelvic surgery, and was one of the first surgeons to undertake the bodily removal of the fibromyomatous interi. He has invented a number of instruments and contrivances for the use of surgeons, among them various kinds of operating and examination tables, which have been widely used and commended. He is a member of the American, International, and British Gynecological Societies and the Gynecological Society of Germany; he is an ex-president of the German Medical Society of New York, and a member of several American obstetrical and pathological societies. In 1891 he married Hedwig Krüger, of Berlin. They have one son, Hermann J. Boldt, Jr.

GRISCOM, Lloyd Carpenter, diplomat, b. at Riverton, N. J., 4 Nov., 1872, son of Clement A. and Frances Canby (Biddle) Griscom. He received his early education in Geneva and Paris, and took the course of the Wharton School of Finance and Economy at the University of Pennsylvania, where he was graduated Ph B. in 1891. Subsequently he studied law at the University of Pennsylvania Law School, and in 1892 was appointed attaché to the U S. embassy in London, there becoming private secretary to the ambassador, Mr Bayard. In 1895 he made a journey through Central and South America in company with Henry Somers Somerset and Richard Harding Davis, the events of which were chronicled in the latter's "Three Gringoes in Central America." He was admitted to the bar of New York in 1896 and, in the following year, was appointed deputy assistant district attorney of New York City. He resigned that office after a few months, owing to failing health, and purchased a ranch in Arizona. On the outbreak of the Spanish-American War he received a staff appointment from President McKinley, and was commissioned captain and quartermaster. He served for three months on the staff of Maj.-Gen. James F. Wade, at Chickamauga and subsequently accompanied General Gage to Cuba as personal aide-de-camp. In 1899 he was appointed first secretary of the U. S. legation at Constantinople, and he held that office for nearly two years, acting during fifteen years of the time as chargé d'affaires. In the latter capacity he successfully settled the question of the Armenian indemnity claims, and as a result of his success he was appointed envoy extraordinary and minister plenipotentiary to Persia in 1901. His chief service as minister to Persia was the opening up of a new trade route for American commerce in that country. He was appointed envoy extraordinary and minister plenipotentiary to Japan by President Roosevelt in 1902 and held that office during the difficult period of the Russo-Japanese War. In 1906 he was appointed ambassador extraordinary and plenipotentiary to Brazil, and in 1907 was chosen to represent the United States in Italy. He resigned the latter office in 1909 and since 1911 has been a member of the law firm of Philbin, Beekman, Menker and Griscom, New York. Mr. Griscom received the Order of Bolivar from the government of Venezuela in 1895, and the grand cordon of the Lion and the Sun from the shah of Persia in 1902. He was president of the Republican County Committee, New York County, in 1910-11, and is a member of the inner committee of the Charity Organization Society, the Society of International Law, the Geographical Society, the American Red Cross Society, the Japan Society, and the Pennsylvania Society of New York. He was married 2 Nov., 1901, to Elizabeth Duer, daughter of Frederic Bronson, of New York.

LYNCH, Frederick Becknell, real estate and lumber dealer, b. in Cottage Grove, Wis., 4 May, 1896, son of John Wesley and Helen (De Camp) Lynch. He is of Irish ancestry, his great-grandfather, James Lynch, having come to this country from County Galway, Ireland, in 1809, and located at Hackensack, N. J. He was a widower and brought with him from Ireland his young son, James. John W. Lynch (1831-1906) lived first in Wisconsin and then went to South Dakota, where he reared his family. He was a prosperous farmer and miller, and at the outbreak of the Civil War volunteered for service, and served until its close. His son was educated in the public schools of Yankton, S. D., and later attended Yankton College. He took up engineering as a profession and followed that calling for some time, beginning his work as chainman on the U. S. survey in Dakota, in 1882, with E. H. Van Antwerp, U. S. deputy surveyor. From 1892 to 1896 he was deputy U. S surveyor, thereby gaining the experience in land values which he afterward turned to good account in his business career. In 1897 Mr. Lynch removed to St. Paul, Minn., and engaged in real estate and lumbering enterprises, dealing extensively in coal lands. In fifteen years he became one of the largest dealers of land in the country, with interests extending from Canada to Florida, and including lumber, coal, iron, and other properties. In 1907, ten years after his arrival in St. Paul, he was secretary of the Northwest Colonization Company, vice-president of the

Canada Land and Colonization Company, the Alberta and Saskatchewan Land Company, the Madison Land Company, Minnesota Investment Company, Williams Iron Company, and a director of the Western Canada Coal and Coke Company. He is now president of the Southern Colonization Company, Minnesota Investment Company, Osage Coal Company, and Western Canada Land Company. Mr. Lynch is active in politics, both local and national, and his influence has always been directed toward the uplift and betterment of political principles and the public welfare. He has become a national figure in the political arena, and is recognized as one of the most representative exponents of progressive Democracy of the present time. His personal following is large and it is said that he probably has more friends than any other one man in Minnesota. He was a member of the Democratic National Committee, representing the State of Minnesota in 1904-08, and it was largely through his influence that Woodrow Wilson secured the Minnesota delegation at the convention held in Baltimore in 1912. He was one of the chief factors among the Wilson forces in securing the nomination of Mr. Wilson for the presidency. In 1912 he was again chosen upon the Democratic National Committee and still holds that position. He was a member of the council of the city of St. Paul from 1904 to 1908. Mr. Lynch is a man of fine physical proportions, being over six feet two inches in height and as well endowed mentally as physically. He has a pleasing personality which has doubtless been one vital reason for his large business success. He is a member of the Minnesota and University Clubs of St. Paul, and the Seminole Club of Jacksonville, Fla., and a trustee of St. Paul Institute. Mr. Lynch married 15 Dec., 1887, Isabella, daughter of James Purdon, of Wahpeton, N. D. They have three daughters: Jeanette Gaynor, Elinore W., and Rachel D., and one son, Lawrence S. Lynch.

HART, Albert Bushnell, educator, b. at Clarkesville, Mercer County, Pa., 1 July, 1854, son of Albert Gaillard and Mary Crosby (Hornell) Hart. His first American ancestor was Stephen Hart, who came from England about 1630, locating first at Cambridge, Mass., and later in Connecticut. He received his early education at Humiston's Cleveland Institute and the West high school of Cleveland and was graduated at Harvard College in 1880. From 1871 to 1875 he was engaged in business in Cleveland. After his graduation he attended the Ecole des Sciences Politiques, Paris, and the Universities of Berlin and Freiburg. He received the degree of Ph.D. from the University of Freiburg in 1883, and in the same year was appointed instructor in history at Harvard University. In 1884 he was appointed assistant professor and in 1897 full professor. Since 1894 he has been joint editor of the "Harvard Graduates Magazine," and since 1895 of the "American History Review." His writings include, "Introduction to the Study of Federal Government" (1890); "Epoch Maps" (1891); "Formation of the Union" (1892); "Practical Essays on American Government" (1893); "Studies in American Education" (1895); "Guide to the Study of American History" with Edward Channing (1897); "Salmon Portland Chase" (1899); "Foundation of American Foreign Policy" (1901); "Actual Government" (1903); "Essentials of American History" (1905); "Slavery and Abolition" (1906); "National Ideals Historically Traced" (1907); "Manual of American History, Diplomacy, and Government" (1908). Professor Hart was joint editor of "American History Leaflets" (1895-1902), and editor of "Epochs of American History" (3 vols., 1891-96); "American History Told by Contemporaries" (4 vols., 1898-1901); "American Citizen Series" (since 1899); "Source-Book of American History" (1899); "Source Readers in American History" (4 vols., 1901-03); "The American Nation" (1903-08). He received the degree of LL.D. from Richmond in 1902, Tufts in 1905, and Western Reserve in 1907, and that of Litt.D. from Geneva, Switzerland, in 1909. He was married 11 July, 1889, to Mary Hurd Putnam, of Manchester, N. H

LEWIS, Isaac Newton, soldier and inventor, b. at New Salem, Pa., 12 Oct., 1848, son of James H. and Anne (Kendall) Lewis. His paternal ancestors early settled in western Pennsylvania. His maternal grandfather was a commissioned officer in Washington's army. In June, 1880, he entered the United States Military Academy at West Point, N. Y., as a cadet from Kansas, and was graduated in June, 1884. His first assignment to duty was as a second lieutenant of artillery. He served continuously in this arm of the service until his retirement as colonel in 1913. Throughout his army life he was particularly interested in inventive work, designed to improve the efficiency of the service and was almost continuously occupied with experiments in this direction. While stationed at Fort Leavenworth, Kan., in 1888-89, he invented and developed the first successful artillery range and position finder, which instrument became the basis of the elaborate system of artillery fire control afterward officially adopted for all harbor fortifications in the United States. Seventeen years later, Colonel Lewis at his own expense developed and presented to the government an improved model of his position finder, which after exhaustive official trials was adopted to the exclusion of all others and is now in use in all coast defense works. Colonel Lewis is the inventor of numerous other military instruments, devices, and mechanisms now in general use, among which may be mentioned: the first successful replotting and relocating system for coast batteries; the time-interval clock and bell system of signals; the quick-reading mechanical verniers used in the artillery defenses; a quick-firing field gun and mount. It was an official report from Colonel Lewis on the inadequacy and inefficiency of the obsolete ordnance equipment supplied artillery troops in the Philippines during the war with Spain that first drew the attention of Secretary of War Elihu Root to the needs of that branch of the service. When Secretary Root decided a few months later to bring the matter to the attention of Congress, he instructed Colonel Lewis to prepare a plan for a modern corps organization for the artillery. That plan, with but few minor modifications, was accepted by the Military Committees of both

Isaac N. Lewis
Colonel U.S. Army,
retired

houses of Congress and became a law. Colonel Lewis served as a member of the Board on the Regulation of Sea-Coast Artillery Fire in New York Harbor, from 1894 to 1898, and as recorder of the board of Ordnance and Fortification in Washington, from 1898 to 1902. From 1904 to 1911 he served as instructor and director of the Coast Artillery School at Fort Monroe, Va. In the summer of 1900, Colonel Lewis was selected by Secretary Root, upon the recommendation of Gen. Nelson A. Miles, to proceed to Europe for the purpose of studying and making a confidential report upon the methods of manufacture and supply of ordnance materials in the various European armies. The immediate result of Colonel Lewis' confidential report to the Secretary upon his return to Washington was a complete re-armament of the field artillery of the United States with modern quick-firing guns on modern long-recoil carriages. As an electrical and mechanical engineer, Colonel Lewis had done original and successful work while yet a young man. He was the first to develop and put into use the well-known differentially-wound, self-regulating dynamo, which is practically constant in voltage under widely varying speeds when operating upon a low resistance circuit. This dynamo, with its automatic electric switches and pole-changing devices of his invention, formed the basis of the Lewis Electric Car Lighting and Windmill Electric Lighting systems. He also took out a number of patents on internal combustion engines. For three years prior to his retirement from active military service, Colonel Lewis devoted his entire leisure time to the practical development of the automatic machine gun which bears his name and which has been accomplishing such wonderful work for the Allies since the very beginning of the present war in Europe. His conception of the gun was the result of his observation that a gun was needed that would bridge the gap between the soldier's rifle and the heavy machine gun. The former being comparatively slow because of the laborious hand operation necessary, and the latter too ponderous to move about with rapidity and ease. The outcome of his ingenuity, a light weight machine gun, bridged the gap so successfully that it has become the most effective weapon in present warfare. It has been officially adopted by the British as their first line machine gun; it can be fired from the shoulder like a rifle; its light weight—it weighs but 25½ pounds—enables its being carried in the vanguard of an attack; it is used exclusively on aircraft and by the motor-cycle corps of the Allied armies, and this versatile little spitfire is equally efficient in "tank" and marine warfare. It was successfully fired with accuracy from an aeroplane by Captain Chandler of the U. S. Signal Service, in June, 1912, a feat which had never before been attempted. This accomplishment attracted the attention of the whole military world, and, according to the "Army and Navy Register," marked a new era in warfare. It also has the distinction of having been the first weapon to bring down a Zeppelin. In September, 1916, the well-directed fire of one of the guns from an aeroplane, brought a giant Zeppelin crashing down near London; and Lewis guns have accounted in all for eight of the nine Zeppelins that have so far been shot down. Lord Hugh Cecil, speaking in the House of Commons, referred to the Lewis gun as "the weapon that is the envy of all Europe"; Lord Northcliffe described it as "the favorite weapon with Haig's armies," and it has also been championed strongly by the U. S. Army officers, Gen. Leonard Wood and General Funston, the former declaring it to be "easily the best machine gun I have ever seen." The gun is air-cooled, having an aluminum jacket with longitudinal fins radially disposed and contained in a steel casing which is extended beyond the barrel, so that each time the gun is fired a vacuum is created which sucks in air through the sector-shaped passage outside the barrel. The gun is gas operated, that is to say, by trapping a portion of the powder gases formed by the explosion a plunger is driven back which operates the automatic mechanism for firing the gun and ejecting the shells. The cartridges are contained in circular rotating steel magazines holding forty-seven rounds each. It is but the work of a moment to change the magazines, simply removing the old one and snapping a new one into place. For the acquisition of this wonderful weapon, the British may be thankful to the persistence of Colonel Lewis. Reports are unanimous concerning the discouragement he received through the repeated rejections of his offer by the Ordnance Bureau of the U. S. Army. Without encouragement or assistance from that bureau—in fact, despite its active opposition—he perfected the weapon and demonstrated its military advantages before various officials of the War Department in 1912. Consistent with the manner in which he had offered all his previous inventions to the U. S. Government, he also offered the Lewis gun to the War Department without thought of personal compensation in any form, but he failed to secure acceptance of his offer and only recently has he received any recognition from his own government. Confident of the merit of his invention, Colonel Lewis immediately upon his retirement from active duty proceeded to Europe in 1913, where he personally undertook its introduction and manufacture. A Belgian company was formed to purchase the European rights, an exclusive manufacturing alliance was made with the well-known Birmingham Small Arms Company of Birmingham, England, and eighteen months after his arrival in Antwerp, the Lewis gun had been successfully tested by all the Great Powers of Europe. It proved a most opportune acquisition for Great Britain, for it has consistently ranked as the most effective weapon in use in the European War. More than 50,000 of them are in use on the firing line at the present moment; and besides the United States plant, which is working to full capacity, the factories in England and France engaged in its manufacture are working day and night. Much public comment has been provoked by the consistently hostile attitude of the Ordnance Bureau of the U. S. Army toward the gun, even after it had gained a brilliant international reputation. As Germany's loss of supremacy in the air was so obviously due to this ordnance wonder, it had fully justified itself in the estimation of the public, and popular interest became keenly manifested in

the controversy. Since the entry of this country into the European conflict, the U. S. government has contracted for many thousands of Lewis guns for the use of the Army, Navy, and Marine Corps, and for the Aviation Service. Colonel Lewis is a member of the New York Press Club and the Lawyers' Club of New York City; the Army and Navy Club, Washington, D. C.; the Montclair Club, and the Montclair Athletic Club of Montclair, N. J. He was married on 21 Oct., 1886, to Miss Mary Wheatley, daughter of the late Rev. Richard Wheatley, D.D. They have four children: Richard W. Lewis, graduate of the Massachusetts Institute of Technology (1910); Lieut. George F. Lewis, U. S. Corps Engineers (U. S. M. A. Class, 1915); Miss Laura Lewis, and Miss Margaret Lewis.

BILLINGS, Albert Merritt, capitalist and pioneer in elevated railroads, b. at Royalton, Windsor County, Vt., 21 April, 1814; d. in New York City, 7 Feb., 1897, son of John and Hannah (Brown) Billings. On his father's side he was descended from the earliest colonists of Plymouth County, Mass., some of his ancestors having been among the settlers arriving there shortly after the landing of the "Mayflower," in 1620. Many of them were prominently identified with every movement in the interest of the State. A later representative, John Billings, a deacon of the church, and also a man of arms, served in the Connecticut Militia, and was in action under both Washington and General Stark. Judge Jonathan Brown, of Pittstown, N. Y., a maternal ancestor of Mr. Billings, also served through the Revolutionary War. Mr. Billings' father, a farmer by occupation, was engaged in the service of his country during the War of 1812: his mother was a daughter of Judge Jonathan Brown, also a soldier in the same war. Albert M. Billings began life as an apprentice in the harness- and trunk-making trade at Royalton, but in 1833 removed to New Hampshire, and joined his brother, Edwin A. Billings, in the manufacture of looms at Claremont. His great business acumen and high character secured for him the respect and appreciation of his fellow townsmen, and in 1835 he was elected sheriff; being annually re-elected for eleven successive years. He remained in Claremont for twenty years and acquired much real estate, as well as interesting himself largely in the advancement of the town and the development of several valuable patents which he had secured. He moved to Groton, Mass., in 1854, entered into business as a manufacturer of yeast, and, then, after one year in business at Saratoga Springs, N. Y., removed to Chicago in 1860. His genius for acquiring meritorious patents led him to secure one for making gas, and, having ascertained that the West Side Gas Company was harassed financially, in conjunction with Cornelius K. Garrison, of New York, he succeeded in acquiring their franchise. Encouraged by this success they then secured a franchise for an elevated railroad, and the road erected by Billings and Garrison was the first to be operated in New York City. They subsequently built the St. Louis, Kansas City and Colorado Railroad, which afterward was merged in the Atchison, Topeka and Santa Fe System. Always alert for business opportunities, Mr. Billings came to the rescue of the Home National Bank of Chicago, in 1873, when it was badly embarrassed and succeeded in putting it, and the Home Savings Bank, in a solid commercial condition. Again, in 1890, the Citizens Street Railroad of Memphis, Tenn., having failed to furnish satisfactory collateral security for a large loan, Mr. Billings acquired the majority interest in the stock, and, at an expenditure of over $2,000,000, electrified the road, and established a model city railroad system, with resultant profits to the stockholders. Mr. Billings took an active part in evangelistic work and purchased a building in Chicago which became known as the "Green Street Church," where he frequently conducted missionary work himself and gave talks on the Bible and its lessons to the congregation. The Jerry McAuley Mission in New York also received much assistance from him and kindred institutions in other cities throughout the States found in him a ready supporter. He was twice married, first, in 1837, to Lucinda A. Corbin, of Claremont, N. H., by whom he had two children: a son, Henry A., and a daughter, who died at an early age. On 1 June, 1859, he married Mrs. S. Augusta S. Farnsworth Allen, of Woodstock, Windsor County, Vt. They had two daughters, since deceased, and one son, Cornelius Kingsland Garrison Billings, a prominent New York financier.

WHITE, Carleton, business man, b. in Cincinnati, Ohio, 24 Sept., 1860, son of Carleton and Elizabeth H. White. He went with his parents to Chicago at the early age of eight years, and since that time has been identified with that city. He received a public school education in Cincinnati and Chicago. His first employment was with the Waterbury Needle Company, with whom he remained until the company gave up its Chicago office. In 1874 he entered the employ of J. L. Wayne and Sons, dealers in cabinet hardware and upholstery goods, and, after four years spent with them, during which time he gained a complete knowledge of the hardware and furniture industry, and its relations to trade, he became connected with the well-known furniture house of W. D. Gibson, wholesale dealer in furniture, carpets, and household goods. This firm, which was one of the most important in its line in the Middle West, afforded Mr. White an opportunity for advancement in this line of trade which few other houses could have afforded at the time. Some years later this firm was succeeded by that of Gibson, Parish and Company, and they, in turn, were superseded, in 1889, by Lussky, Payn and Company, a partnership consisting of E. G. H. Lussky, R. E. Payn, Carleton White,

George G. Moore

men of acknowledged ability and enterprise. On the death of Mr. Payn, several years later, ... and, on 1 Jan., 1903, the firm became that of ... of the leading concerns in its department in ... can, and, while taking an interest in politics, ... preferring to de... vote his time and energies to his business af... ... in addition ... a member of the ... is also enrolled ... Hamilton ... 17 Oct., 1861, ... by whom he ... had one son, Gale Carleton Herrick. On 2 April, 1866, he married Louise A. White, of ... at Huntington, Ohio, 9 ... Mary E. and Mary L. ... and his grandfather, Timothy Herrick, fought with distinction in the War of 1812, receiving for his services a land-claim in Lorain County, Ohio. Myron T. Merrick was educated at Oberlin College and the Ohio Wesleyan University. Subsequently he taught school for ... traveled ... y ... West, writing ... Z. E. Herrick. Three years later he was admitted to the bar and began the practice of law in Cleveland. In 1886 he organized the Euclid Avenue National Bank, and for a time was one of its directors. He resigned to become secretary and treasurer of the Society ... of which he was elected ... to his banking interests ... became ...

... b. Lambton County, Ont., Canada, 2 Oct., 18... He passed his early years in Canada, obtaining his education in the public and high schools of his county, and then studied law in Goderich, with O'Brien J. Atkinson, one of the foremost corporation lawyers in the ... tion to the bar in 1891, he formed a partnership with Mr. Atkinson, which continued until the latter's death, the firm having a select clientele among the large corporations. Equipped with the experience both legal and practical, obtained in the ... Mr. Moore en-

... Seneca County, N. Y., 15 Nov. 1825; d. in Seattle, Wash., 26 July, 1904, son of Darius ... fifteenth year, he resided on the farm in his ... and then removed to De Kalb County, Ill., ... government land. In 1851 he crossed the plains with a train of immigrants who packed on to the Pacific Coast. He set ... tled first in Oregon, but in the ... spring of 1852 ... removed to Seattle. Within ... two months after the ... incorporation of ... Seattle, Mr. Horton met with success from the start. Soon after his arrival in Seattle he started ... which proved a highly successful enterprise. By 1870 it had developed into one of the most important mercantile houses in the State of Washington. About that time Mr. Horton decided to engage in the banking business and, selling out his share, established the Dexter Horton and Company Bank. This was the first bank established in the State of Washington and since the death of its founder has become the Dexter Horton National Bank. Mr. Horton's most active ... F. ... Sept., 1852, he married Arabella C. ... daughter of Eaton Ayres. He was the father of two children: Minnie Horton ... and ...

and F. W. Coolidge, of Detroit, all business men of acknowledged ability and enterprise. On the death of Mr. Payn, several years later, the surviving partners acquired the business, and, on 1 Jan., 1903, the firm became that of Lussky, White and Coolidge. It is now one of the leading concerns in its department in the West. In politics Mr. White is a Republican, and, while taking an interest in politics, has never held public office, preferring to devote his time and energies to his business affairs. He takes much interest in athletic sports of all kinds, and is a member of the Chicago Athletic Club. He is also enrolled with the Calumet, Golf, and Hamilton Clubs, of Chicago. Mr. White married 17 Oct., 1887, Alice Luther, of Belding, Mich., by whom he had one son, Gale Carleton Luther. On 21 April, 1896, he married Louise A. White, of Chicago, Ill.

HERRICK, Myron T., U. S. ambassador to France (1912—), b. at Huntington, Ohio, 9 Oct., 1854, son of Timothy R. and Mary L. Herrick. Both his paternal and maternal great-grandfathers served in the Revolution, and his grandfather, Timothy Herrick, fought with distinction in the War of 1812, receiving for his services a land-claim in Lorain County, Ohio. Myron T. Merrick was educated at Oberlin College and the Ohio Wesleyan University. Subsequently he taught school for a time and traveled extensively in the West, writing descriptive articles for Eastern newspapers. He settled at Cleveland, Ohio, in 1875, and read law in the office of J. F. and Z. E. Herrick. Three years later he was admitted to the bar and began the practice of law in Cleveland. In 1886 he organized the Euclid Avenue National Bank, and for a time was one of its directors. He resigned to become secretary and treasurer of the Society for Savings, of which he was elected president in 1894. In addition to his banking interests he has been concerned in the erection of some of the largest business buildings in Cleveland, among them the Cleveland Arcade, Cuyahoga and Mohawk buildings. For many years he has been a member of the Republican National Committee and of its advisory committee. He was a delegate to the Republican National Conventions of 1888 and 1892, and a delegate-at-large in 1896 and 1900. During the administration of William McKinley as governor of Ohio, he served on the governor's staff, with the rank of colonel. In 1892 he was a presidential elector-at-large for the State of Ohio, and he was a delegate to the sound-money convention at Indianapolis. He was elected governor of Ohio in 1903 by the largest majority ever given to a gubernatorial candidate in that State. He was appointed U. S. ambassador to France in 1912. Mr. Herrick was president of the American Bankers' Association in 1901. He is chairman of the board of directors of the Wheeling and Lake Erie Railroad, and is an officer or director in a number of other railroad and financial enterprises. He is also trustee and treasurer of the McKinley National Memorial Association. The honorary degree of A.M. was conferred upon him by Ohio Wesleyan University in 1899. He was married 30 July, 1880, to Caroline M., daughter of M. B. Parmely, of Ashland, Ohio, and has one son.

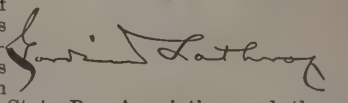
HORTON, Dexter, banker, b. in Catherine, Schuyler County, N. Y., 15 Nov. 1825; d. in Seattle, Wash., 28 July, 1904, son of Darius and Hannah (Olmstead) Horton. Until his fifteenth year he resided on the farm in his native county, attending the district schools, and then removed to De Kalb County, Ill., where his father had taken up a "claim" of government land. In 1852 he crossed the plains with a train of pioneers, who pushed on to the Pacific Coast. He settled first in Oregon, but in the spring of 1853 removed to Seattle, Wash., thus gaining the distinction of being one of that city's earliest citizens. The climate was invigorating, other settlers came in rapidly, and Mr. Horton met with success from the start. Soon after his arrival in Seattle he started a general merchandise store, which proved a highly successful enterprise. By 1870 it had developed into one of the most important mercantile houses in the State of Washington. About that time Mr. Horton decided to engage in the banking business and, selling out his store, established the Dexter Horton and Company Bank. This was the first bank established in the State of Washington and since the death of its founder has become the Dexter Horton National Bank. Mr. Horton's most salient characteristics were his forcefulness of character and his unconquerable spirit. His name was a synonym throughout his part of the country for reliability and steadfast integrity. He was genial and helpful, faithful to his friends, but resented any attempt at unfairness or double-dealing; altogether a fitting type of the men who conquered the great Northwest territory. In 1864 Mr. Horton married Hannah Shondy, daughter of Israel Shondy. She died 30 Dec., 1871. On 30 Sept., 1873, he married Caroline E. Parsons (d. 24 March, 1878); and on 14 Sept., 1882, he married Arabella C. Agard, daughter of Eaton Agard. He was the father of two children: Nebbie Horton Jones and Caroline E. Horton.

Dexter Horton

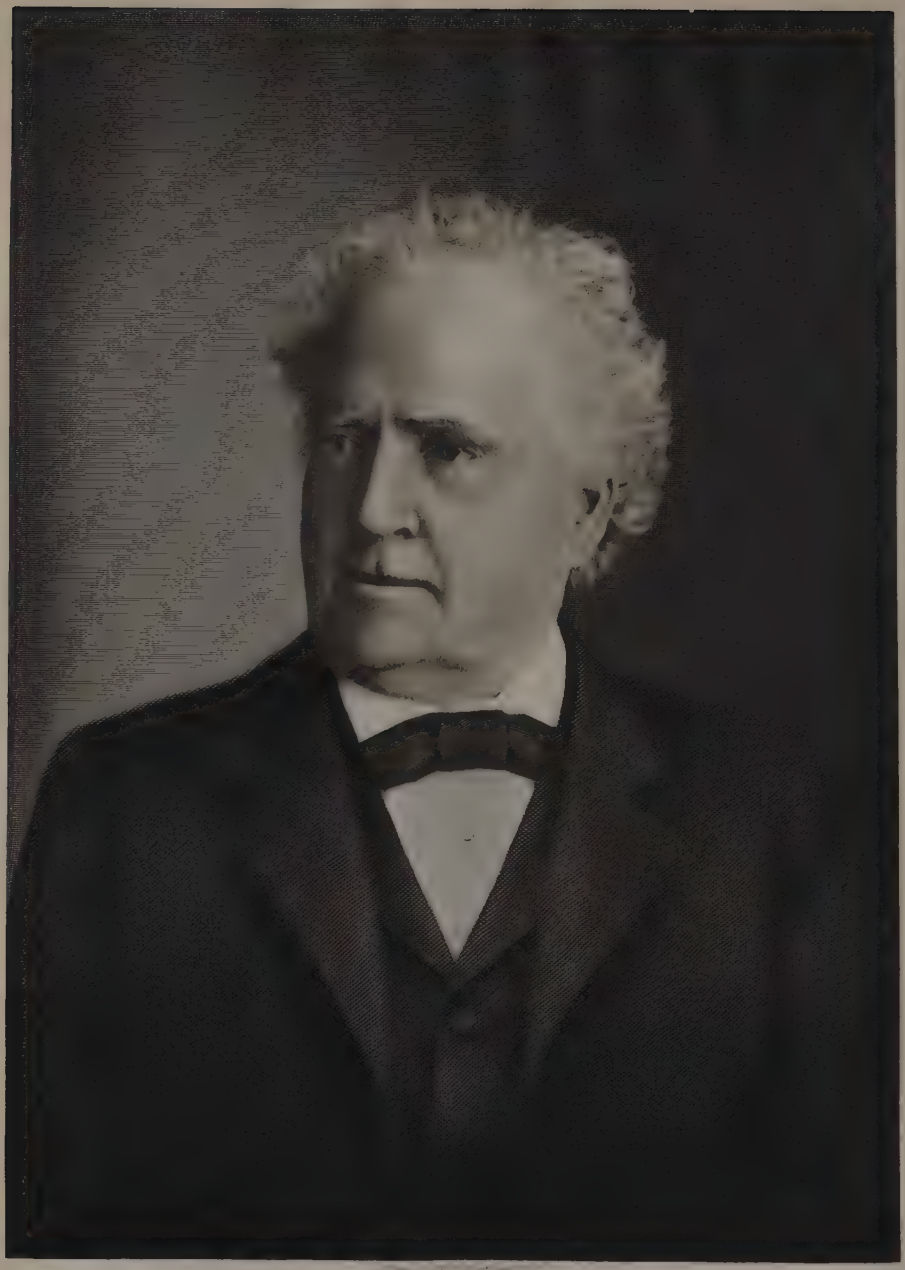
MOORE, George Gordon, financier, b. in Lambton County, Ont., Canada, 2 Oct., 1876. He passed his early years in Canada, obtaining his education in the public and high schools of his county, and then studied law in Port Huron, with O'Brien J. Atkinson, one of the foremost corporation lawyers in the middle western states. Immediately upon his admission to the bar in 1897, he formed a partnership with Mr. Atkinson, which continued until the latter's death, the firm having an extensive clientele among the large corporations. Equipped with the experience, both legal and practical, obtained in this way Mr. Moore en-

gaged in business on his account in 1901 and became heavily interested in the interurban railway developments of Michigan, and within a few years, under the name of the Michigan United Railways, built and acquired one of the most extensive street railway operations in the country. He extended his activities along these lines and financed electric railway and other public utility corporations in the states of Georgia, Nebraska, Vermont, and other states, and later extended his business activities in many other directions. Since 1908, he has spent much of his time in England, and some years before the War formed a close friendship with Sir John French, now Viscount French, so close that they made their home together in London and now have a house together at 94 Lancaster Gate, London. On the outbreak of the War, Mr. Moore joined Lord French at his headquarters in France and in the stress of the difficulties of the early campaign in France Lord French, on account of his knowledge of Mr. Moore's remarkable record as a practical director of large undertakings, appointed him to the work of dealing with certain "novel, grave, and difficult problems involving scientific knowledge and the organization of scientific work and labor." The assistance rendered by Mr. Moore in this connection was publicly stated by the great commander as "invaluable" and of such a character as could have been rendered by no other man then available to him. Mr. Moore has been a strong advocate of the Allied cause from the beginning of the War, and has strongly urged preparedness upon his own countrymen, not only against alien enemies, but also against disloyalty and sedition in our midst. Aside from his many and great activities, Mr. Moore is a keen sportsman and an enthusiastic exponent of out-of-door life. He owns an extensive estate at St. Clair, Mich., in connection with which he maintains a well-equipped stock farm. Here was foaled and bred the famous trotting stallion, "Justice Brooke," which won the world's championship for two-year-olds in 1911. Mr. Moore is also a discriminating dog-fancier, and breeds several varieties of blooded dogs, notably wolf hounds and Irish terriers. He owns a large game preserve in North Carolina, which is well stocked with wild boar, deer, elk, and buffalo.

LATHROP, Gardiner, lawyer, b. at Waukesha, Wis., 16 Feb., 1850. He spent the first nine years of his life in Wisconsin, and grew to manhood at Columbia, Mo., and there he lost his father when but sixteen years of age. He was graduated A.B. at the University of Missouri in 1867, and took his master's degree in 1870. In 1869, just fifty years after his father's graduation, he received the degree of A.B. from Yale University, and also like his father was the salutatorian of his class. The same university gave him his master of arts degree in 1872, and in 1873 he graduated LL.B. from the Harvard Law School. In 1907 the University of Missouri and Washington University at St. Louis conferred upon Gardiner Lathrop the honorary degree of LL.D. Admitted to the bar in 1873, Mr. Lathrop engaged in practice at Kansas City, Mo., and from 1885 was senior member of the firm of Lathrop, Morrow, Fox and Moore. In 1905 he was appointed general solicitor for the Atchison, Topeka and Santa Fe Railway System, with headquarters in the Railway Exchange Building, Chicago. He has taken much interest in the affairs of his alma mater, the University of Missouri, and was at one time president of its board of curators. For eighteen years he was a member of the Kansas City School Board, and its vice-president several years. Mr. Lathrop is a member of the University Club of Chicago, the Chicago Club, the Kansas City Club, the University Club of Kansas City, has membership in the Sons of the American Revolution, and belongs to the Wisconsin Society of Chicago. He was at one time president of the Kansas City Bar Association, has membership in the Missouri State Bar Association, and the American Bar Association. In politics he is a Republican. At Kansas City 16 Jan., 1879, Mr. Lathrop married Eva Grant, a native of Missouri. They have had four daughters and one son, Frances E., Jessie, John H., Louise, and Lothrop.



PARIS, John Waldorf, real estate operator, b. in Rensselaer, Ind., 9 March, 1860, son of Berry and Sarah (Dwiggins) Paris, and descendant of Samuel Paris, who came from England and settled on Long Island in 1655. He was educated in the public and high schools of Rensselaer, and completed his studies at Purdue University, where he attended one year. Ambitious to acquire a thorough education, he taught school while at college and saved sufficient of his earnings to pay the expenses of tuition. After leaving college he traveled extensively throughout the United States and Canada, and the knowledge gained on this journey equipped him for a successful business career. His first employment was as a clerk in the Commercial Bank of Oxford. He was quick to grasp all the details of his duties and won rapid promotion. In 1883 he became cashier of the Citizens' National Bank of Attica, Ind. He removed to Indianapolis, Ind., in 1889, and there engaged in the investment banking business in association with Hon. J. Shannon Nave, under the firm name of Paris and Nave. This firm attained an eminent position in Western banking circles. In 1896 his attention was attracted by the enormous fortunes made in New York real estate, and he decided to devote his energies to the development of metropolitan property. His earliest operations were in Brooklyn, but, when the building of the Pennsylvania tunnels, the Belmont tunnels, and the Queensborough Bridge were assured, he turned his attention toward Long Island real estate and the prospects it held forth. His foresight was rewarded in the succeeding years, and the initiative displayed aroused the



James Oliver

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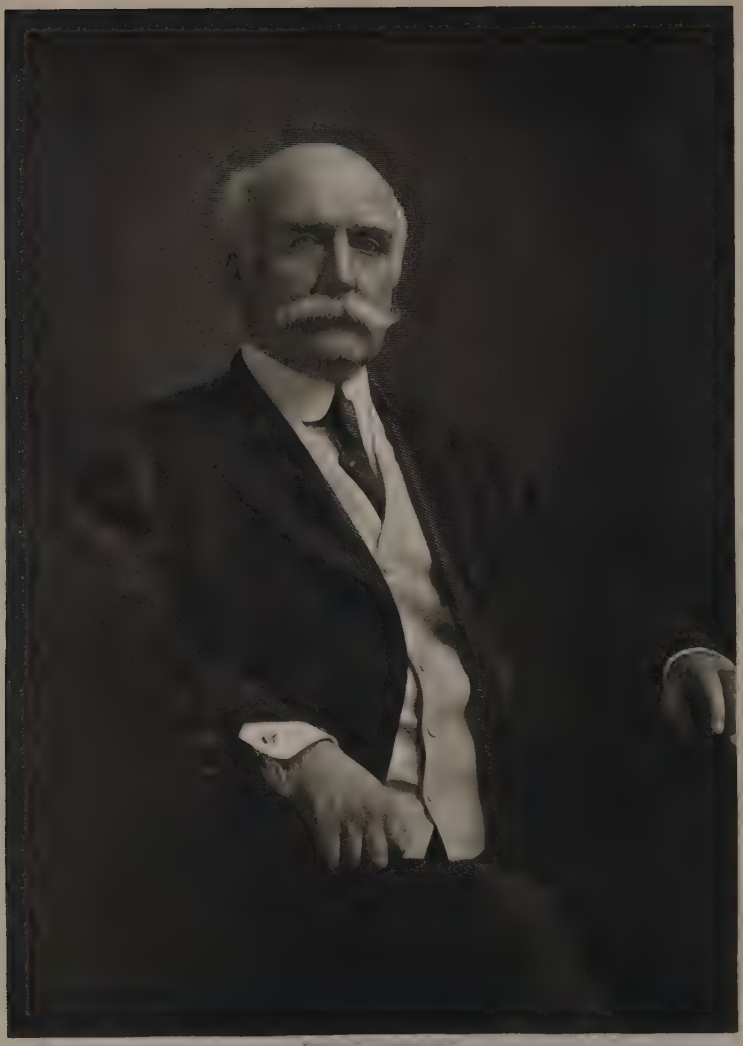
admiration of his competitors. As one of the most successful developers of real estate in that section of the city, he was honored with the office of president of the Real Estate Exchange of Long Island. The result of his efforts has fostered one of the most sensible movements of recent years, the drift from city to suburbs, and the tendency to suburban home-making. Among other responsible offices, he is president of the real estate firm of John W. Paris and Sons, Inc.; president and director in the Paris-Hencken Company; president and director in the Mutual Profit Realty Company; secretary, treasurer, and director in the Woodside Heights Land Corporation and the Park Terrace Company; secretary and director in the Kissena Park Corporation and the Flushing Inlet Realty Company; and a stockholder in the Interborough Realty Company, Flushing Business Men's Realty Company, Bayside Yacht Club Holding Company, and the Republican Realty Company of the Third Ward. Mr. Paris is a Mason, and a member of the Flushing Men's Club, the Bayside Yacht Club, the Flushing Country Club, the City Club of New York, and the Business Men's Association. He married 30 Sept., 1883, Frances, daughter of J. D. Johnston, of Oxford, Ind. They had three daughters and one son.

STONE, John Timothy, clergyman, b. in Stowe, Mass., 7 Sept., 1868, son of Rev. Timothy Dwight Porter and Susan Margaret (Dickinson) Stone. He comes of distinguished ancestry on both sides of the family, his forefathers on both sides having been prominent in the religious, civic, and military life of the New England colonies. The first of the line in America was the Rev. Samuel Stone, a Presbyterian minister, and son of a minister in Hertford, England, who came to this country with Rev. Samuel Hooker, and settled in Hartford, Conn., in 1630. The two ministers associated together as pastors of the church in Hartford, until the death of Mr. Hooker, when Mr. Stone became sole pastor in charge, continuing until 1663, when he also died. He was an able, scholarly man, who exerted great influence on the religious and secular life of the colonies. His brother was the Rev. John Stone, of Cambridge. From the Rev. Samuel Stone the line is traced as follows: Nathaniel Stone (1648-1708) and his wife Mary Bartlett; Col. Timothy Stone (1696-1765) and his wife Rachel Morton; Rev. Timothy Stone (1742-98) and his wife Eunice Williams, whose brother, William, was one of the signers of the Declaration of Independence; Rev. Timothy Stone (1774-1852) and his wife Mary Merwin; Rev. Timothy Dwight Porter Stone (1811-87) and his wife Susan Margaret Dickenson (1827-1910). The Rev. Timothy Dickenson, grandfather of Susan Margaret Dickenson, joined the patriot army at Ticonderoga and served for fifteen months. Her father was Dr. Edwards Dickenson. John T. Stone was reared in Albany, N. Y., where his father held a pastorate. He attended Albany Academy and the Albany high school, and was graduated at Amherst College in 1891, being the class orator. He then took up the study of theology in the University of Maryland, and was ordained to the ministry 18 June, 1894, by the Presbytery of New York State. His first pastorate was over the Olivet Presbyterian Church, Utica, N. Y., where he spent three years. In 1897 he accepted a call to the Presbyterian Church at Cortland, N. Y., where he remained until 1900, going thence to Baltimore, Md., to become pastor of Brown Memorial Presbyterian Church, one of the oldest and most important parishes in the city. Here he built up and broadened the work of the church to such an extent that his reputation as an aggressive, forceful, and brilliant minister brought him, in 1900, a call to the Fourth Presbyterian Church of Chicago, Ill., in which capacity he still serves (1917). This church had its typical "city problem"—the change from an "exclusive" to a floating and shifting residence district; the invasion of the "picture-show" and the dance halls, which claimed the time of the young people of the neighborhood. Dr. Stone possesses a gift for organization and for this found ample opportunity. He undertook to make every one of the young men and women in the lodging and boarding-houses of the district, of which there were many, into valuable workers in the upbuilding of the church. Today the men's club has nearly 1,000 members and the young women's club several hundred; there is a flourishing company of Boy Scouts, and the little girls have been organized in various classes and as neighborhood visitors. After five years spent in pursuing the neighborly ideal, the Fourth Presbyterian Church of Chicago is noted for its fine pulpit, large active relation to city and community service; and its many effective agencies for civic work, service branches, and mission churches among the foreign element of the city. As a body the church is also noted for its activity in foreign and home missions. It now occupies a handsome new building, one of the most beautiful and perfectly equipped church properties in America, the cost of which, including the site, was $600,000. Dr. Stone has written several inspiring books, among them "Recruiting for Christ" (1911); "Footsteps in a Parish" (1908); "The Invitation Committee" (1913); also many articles, booklets, and monologues on varied religious and biographical subjects. During the years 1913-14 he acted as moderator of the Presbyterian General Assembly of the United States. He is chaplain, with the rank of captain, of the First Illinois Cavalry; was chaplain of the Illinois Sons of American Revolution in 1911-12-13; and has been chaplain of the Illinois Society Founders and Patriots, and chaplain-general of the Founders and Patriots Society of the United States. He is a member of the City Committee of Fifteen, City Club, University Club of Chicago, and a trustee of Amherst College. Dr. Stone married 28 Nov., 1895, Bessie, daughter of Rev. Henry Martyn Parsons, D.D., of Toronto, Canada. They have three daughters: Elizabeth, Margaret Dickenson, and Katherine Dudley Parsons.

OLIVER, James, inventor, manufacturer, b. in Roxburgh, Scotland, 28 Aug., 1823; d. in South Bend, Ind., 2 March, 1908, son of George and Elizabeth (Irving) Oliver. His father was a simple shepherd on a large estate and earned just enough to keep his large family from suffering from the keener edges of poverty. The boy Oliver was the youngest of eight chil-

dren; there were six boys and two girls. In 1830 the eldest boy, John, acting on an initiative which the children seemed to have inherited from the mother, emigrated to this country and found remunerative employment near Geneva, N. Y. His letters were so encouraging that shortly afterward another brother and one of the sisters followed and established themselves successfully. In April, 1835, when Oliver was twelve years of age, and had still not been to school, the entire family left Scotland and embarked on a sailing ship, to join the three children in America. The voyage was made without incident and the family was reunited. Young Oliver immediately took up his first remunerative employment, which was as a chore boy on a farm, for fifty cents a week and his board. In the following year a number of Scotch families in the community decided to migrate westward, toward the great plains region which were reported to be so fertile and where land was to be had from the government for the asking. The Olivers joined this band and with it arrived in Lagrange County, Ind., later moving to Mishawaka, in St. Joseph County, where Andrew Oliver had previously gone and taken up an abode. In this frontier town, as it then was, there was a log schoolhouse, and here young Oliver studied for one winter. Then the father died, and the boy's academic training was permanently ended, for he was needed to assist in supporting the family with his earnings. He was, however, gifted with the capacity for studying on his own initiative and his lack of schooling was a deficiency which in no way hampered him in later life. Leaving school, young Oliver hired himself out to a farmer for $6.00 a month, yet was able to take home to his mother $5.00 every pay day. Though only fourteen, he was large and strong for his age and could do a man's work. Always acting on the strong initiative which was one of his dominating characteristics, Mr. Oliver did not remain long on the farm as a boy, but became, first a raftsman on the river, then a helper in a grist mill and still house. Determined to acquire skill in some trade, he here had the opportunity to become an expert cooper. At this trade he accumulated a small surplus capital. After working for a time at the coopers' trade, Mr. Oliver felt that his scope would be very limited in that line and decided to learn the trade of an iron molder. This he did with his usual energy and soon became an expert workman in the foundry of the St. Joseph Iron Company at Mishawaka. Here he remained for several years and then came the step that influenced his whole after life. It was during this period of his life that he became acquainted with the Doty family, people of somewhat superior culture and education, and through this contact, Mr. Oliver acquired his first taste for reading good books. In 1855 he went to South Bend, Ind., only a few miles down the river from Mishawaka, and there he accidentally met a man who wanted to sell a one-fourth interest in a foundry, at inventory cost. The price was less than a hundred dollars, and Mr. Oliver was able to take advantage of what seemed to him, and eventually proved to be, an extremely good bargain. The small foundry business was engaged in the manufacture of plows, and so, at the age of thirty-two, Mr. Oliver entered modestly into the industry which was to make his name known all over the world where modern husbandry is practiced. Though he had worked as a cooper, Mr. Oliver knew plows, for he had also farmed as a side line. As a farmer he knew plows, and he knew that there was a good plow in the world. And after he had acquired his small interest in the small plow business there gradually developed in his mind an image of the ideal plow; the plow that would cut through the soil like a knife and slice a clean furrow. He began formulating a theory of a plow which should be as light in weight as was consistent with endurance and good work, that a moldboard should scour so as to turn the soil with a singing sound, that the share, or cutting edge, must be made separate from the moldboard so that it could be easily and cheaply replaced when worn out. This ideal grew and developed in his mind and inspired him to undertake a long series of experiments. It was twelve years before this ideal materialized, but it finally did—in the Oliver chilled plow. Meanwhile, however, he had been moderately successful in the manufacture of the ordinary plows which were turned out by his foundry. It was not long before his fourth interest expanded and he acquired full ownership of the small business. There were innumerable difficulties to overcome; first, his capital was hopelessly inadequate at first. Then his furnace was flooded by the breaking of a dam and twice the factory was destroyed by fire. At first, he performed all the functions of foundryman, bookkeeper, office boy and salesman. For some weeks he would devote himself entirely to casting and putting together a stock of plows. Then he would load them about among the farmers in the vicinity. When they were sold he would return to his furnace and begin again, casting plows. Then gradually, he found it possible to hire help and the business slowly expanded. It was while contending with these early difficulties that he carried out his experiments. It was in 1868 that the United States Patent Office issued to James Oliver a patent for "an improvement in moldboards for plows," which embraced the distinguished features of the chilling process, the first patent which was ever issued for the manufacture of chilled plows. Quoting from this document, the invention is described as a "new and useful process in the manufacture of moldboards for plows whereby the same are greatly improved as regards their durability as well as their usefulness; and the invention consists in hardening the wearing surface or face of the moldboard by chilling it while in the sand mold and in treating it afterward so as to prevent damage from the unequal shrinkage of the chilled and hardened surface and the softer back side of the moldboard and in tempering, or carbonizing it to a certain degree and thereby improving the iron." This very process had previously been attempted by others, but the results of these experiments had always been failures because of the cavities or "blowholes," which were made in the metal by the escaping gas. Mr. Oliver's conclusions were that these blowholes were the result of moisture in the molding sand as well as of gases,



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Washawaka, Ind.
Oliver and
His father was
Flow Works Steel Rail

and working on that theory he invented a chill which obviated both these obstacles and gave him a moldboard perfectly and evenly chilled over its entire wearing surface.. His special process may be briefly described. The upper, or wearing surface of the moldboard is formed by the molten metal coming in direct contact with the bottom of a hollow, oblong piece of iron, conforming in shape to the moldboard which is to be cast. This portion of the mold, known as the "chill" is carefully shaped by filing, smoothening, and planing the surface. Into this finished surface creases, or grooves, are sawn, the grooves crossing each other at right angles and giving the surface a checkered appearance. It is through these grooves that the gases escape and the molten metal comes pat against the surface of the chill, the result being a perfect and evenly tempered casting To insure an even flow metal in the chilling process the chills must be warmed, otherwise contact with the cold iron would disturb the flow and spoil the cast. The iron chill is hollow and is filled shortly before the cast with hot water. The castings are taken from the molds as soon after pouring as possible and excluded from the air by being deposited in sand pits, covered with sand and allowed to remain for thirtv-six to forty-eight hours undergoing the cooling process. This not only cools them gradually and evenly, but anneals them to a certain extent, thus adding to their strength, yet retaining all the advantages gained by chilling. As soon as the new chilled plow was put on the market it proved an immediate success, for not only was it far superior, but it was much cheaper than the ordinary plow. Oliver's early dreams of a perfect plow were entirely realized, for from that day to this there has been hardly any improvement in his invention. In showing the value of Mr. Oliver's invention to the agricultural interests of the United States, Mr. Coffin, in testifying before the House Committee on Patents, after a very extensive investigation in 1877, estimated that the saving in the cultivation of farm lands would have been $45,000,000 had the Oliver chilled plow been universally used (Senate Reports, 2nd Session of the Forty-fifth Congress, p. 276). With the advent of the new plow the little factory on the St. Joseph River rapidly expanded. New buildings were added, steam power was substituted for water power. Today the works cover an area approaching a hundred acres, employing in the neighborhood of 3,000 men. The enterprise is now without a serious rival in the field and before the War shipped its plows to all parts of the world. Incidentally Mr. Oliver acquired a very extensive fortune; incidentally it must be said, for it was fundamentally characteristic of him that he emphasized the actual value of a product rather than its commercial value. To produce the best plow in the world had gradually become an obsession with him. Having succeeded in his object, he left its commercialization to others. "Without detracting from the meed of praise that is due James Oliver," said Elbert Hubbard, in one of his "Little Journeys to the Homes of Great Business Men," "The truth should be stated that alone he could never have built up or extended his business to its present colossal proportions. The fact that an invention is useful and much needed does not insure its success . . . and let this be said, James Oliver was big enough to leave all questions of salesmanship and finance to his son. For over thirty years Joseph D. Oliver has been the actual working manager of the business." James Oliver was essentially the inventor; it was his good fortune to have a son who was a business genius. Yet there were occasions on which the elder man asserted himself in the formation of the business policy of the great institutions founded on his invention. "The Olivers," said Elbert Hubbard, "have never been in a trust or a combination. . . . When James Oliver was approached on this theme, after the matter had been pushed upon his attention several times with various and sundry tempting offers, he replied, 'I do not care for your money, neither do I or my family care to go out of business. We are not looking for ease or rest or luxury. I love this institution, and if I go into this combine, granting that I will make more money than now, what is to prevent your shutting down these works and throwing all these people who have worked for me all these years out of employment? And how would that affect this city which has been my home and the home of those I love? No, sir, your talk of more money and less responsibility means nothing to me.' Those were words typical of the man. Though of a commanding personality, he remained during all his later years of success the plain, simple, unassuming man he had been during the days of struggle. It was his pride to class himself as a farmer and the fellow of farmers, thoroughly unconscious of the fact that he towered above his fellows like a veritable collossus. James Oliver was not what is usually termed a religious man. For the quibbles of theology he had scant patience. But his attitude toward his fellow men was such as is inspired by all the true religions in the world. During the financial panic of the early 'nineties, though there was a marked decrease in the demand for agricultural machinery, he demanded that the works should continue with full forces at work. Not one man was laid off and the surplus produced by the factories was stored for better times. "Man's first business was to till the soil," said Mr. Oliver, "his last business will be to till the soil. I help the farmers to do their work, and for my product there will always be a demand." Thus, rather than to cause temporary suffering among his many employees, he preferred to invest a great deal of capital in non-interest bearing products, being stored until the demand should reassert itself again. On 30 May, 1844, Mr. Oliver married Susan C. Doty, daughter of Joseph Doty, of Mishawaka, Ind. She died in 1902. They had one daughter and one son: Josephine (Mrs. George Ford, secretary of the Oliver Chilled Plow Works), who died in 1914, and Joseph Doty Oliver, the president of the great corporation which his father founded.

OLIVER, Joseph Doty, manufacturer, b. Mishawaka, Ind., 2 Aug., 1850, son of James Oliver and Susan Catherine (Doty) Oliver. His father was the inventor of the chilled plow, which revolutionized the plow trade of the world, and founder of the Oliver Chilled Plow Works, South Bend, Ind., and president

of the corporation up to the time of his death in 1908. The son Joseph attended the common schools of South Bend, the University of Notre Dame and De Paw University, Greencastle, Ind. He entered his father's factory 1 July, 1867, and by remarkable business ability became treasurer, general manager, and finally president of the immense concern which his father founded. He has entire charge of the financial affairs of the company and handles them with great success. Under his management the Oliver Chilled Plow Works has grown from infancy to a giant's stature. Its products to-day are known and used throughout the civilized world. Mr. Oliver has never held any political position other than serving as a member of the County Council of St. Joseph County, Indiana, and on several occasions as the delegate of the Republican party to state and national conventions. He is a member of the Chicago Club and of the Hamilton Club, Hamilton, Ontario, Canada. He is a trustee of Purdue University and at present (1917) president of the Board; a director of the National Park Bank, New York, of the First National Bank, Chicago, and also a director of the P. C. C. & St. L. Railroad Company, and of the South Bend Chamber of Commerce. Mr. Oliver was married 10 Dec., 1884, at Johnstown, N. Y., to Miss Anna Gertrude Wells, daughter of David A. Wells, manufacturer of gloves. They have two sons and two daughters: James (2d), vice-president Oliver Chilled Plow Works, Gertrude W., wife of Charles Frederick Cunningham, Lowell, Mass., Joseph D., Jr., treasurer of the Oliver Chilled Plow Works, married April 30, 1917, to Eleanor F. McMillin, daughter of Hon. Benton McMillin, ex-governor of Tennessee, and now (1917) United States Minister to Peru, and Miss Susan Catherine Oliver. Following his father's example, Joseph D. Oliver has kept in touch with the practical features of the works of which he is the executive head. He is thoroughly familiar with all improvements and changes and spares neither time nor money when necessary. He is easily approachable and always ready to listen patiently to the good or bad and give timely counsel. He has always refused political office and is devoted to his home and family. The business of which he is the head is his great source of pride and he is never happier than when working out its problems. Personally, and as trustee of his father's estate, he had been of much help in civic affairs. His most severe critic could not say more than to find fault with his too strict devotion to business—but the answer is, "It's in the blood and was bred in the bone and he can't help it." Although an ardent Republican and always ready to respond to the legitimate calls of his party, he is not bigoted and enjoys the friendship and confidence of many who are politically opposed to him. He is an active member of the Presbyterian Church.

BUCKLEY, James Monroe, clergyman, editor, and author, was born in Rahway, N. J., 16 Dec., 1836, son of Rev. John and Abbie L. (Monroe) Buckley. He was educated at Pennington Seminary, and entered Wesleyan University in the class of 1860, but left during his freshman year. For some time he pursued the study of medicine; later, he studied theology under private tutors at Exeter, N. H., meanwhile preaching there as a supply. In 1859 he joined the New Hampshire Conference of the Methodist Episcopal Church, and was stationed at Dover, in that State. After proving his efficiency in several large and important stations, he was transferred to Detroit, Mich., in 1863, and to Brooklyn, N. Y., in 1866. He was a member of the General Conference (the delegated law-making body of Methodism which holds its sessions quadrennially) in 1872, 1876, 1880, 1884, 1888, 1892, 1896, 1900, 1904, 1908, and 1912. In this great deliberative assembly, representing a world-wide ecclesiasticism, he has been a leader of acknowledged power. Whatever the question at issue, he has never come to its discussion without ample information concerning it; thus, a tenacious memory, adroitness in debate, and thorough skill as a parliamentarian have accorded him a dominant influence in Christian councils for many years. He was a delegate to the Methodist Ecumenical Conference in London, 1881, in Washington, 1891, and in Toronto, 1911. In 1880 he was elected editor of "The Christian Advocate," published in New York, the chief official organ of the Methodist Episcopal Church. His editorial pre-eminence, both as a versatile writer and cogent thinker, has received wide recognition, not only among the large constituency of readers in his own church, but among those of other denominations as well. As a speaker appointed for notable occasions, he has evinced an easy mastery of his theme, coupled with dignity and eloquence. He has served as president of the Board of Foreign Missions of the Methodist Episcopal Church, and of the Board of Officers of the Methodist Episcopal (Seney) Hospital in Brooklyn, N. Y. He received the degree of D.D. from Wesleyan University in 1872, that of LL.B. from Emory and Henry College, Virginia, in 1882, and that of L.H.D. from Syracuse University in 1890. He has written "Two Weeks in the Yosemite Valley" (1873); "Supposed Miracles" (1875); "Christians and the Theatre" (1877); "Oats or Wild Oats" (1885); "The Land of the Czar and the Nihilists" (1886); "Faith Healing, Christian Science, and Kindred Phenomena" (1892); "Travels in Three Continents—Europe, Asia, Africa" (1895); "History of Methodism in the United States" (1897); "Extemporaneous Oratory for Professional and Amateur Speakers" (1899); "The Fundamentals and Their Contrasts" (1906); "The Wrong and Peril of Woman Suffrage" (1909); "Theory and Practice of Foreign Missions" (1911). Dr. Buckley's home address is Morristown, N. J.

HILL, David Jayne, diplomat and historian, b. at Plainfield, N. J., 10 June, 1850, son of Daniel Trembley and Lydia Ann (Thompson) Hill. His first American ancestor was Abraham Hill, a native of England, who settled in Massachusetts in 1636. He received his early education at the common schools of Plainfield, at the Suffield Academy, Connecticut, and at Cooperstown, N. Y., and was graduated at the University of Lewisburg (now Bucknell University), Pennsylvania, in 1874. After his graduation he became instructor in ancient lan-

guages; was appointed professor of rhetoric there in 1877, and in 1879 was elected president. In 1888 he accepted the presidency of the University of Rochester and held that office until his resignation in 1896. Under his administration the curriculum of the university was enlarged by the addition of more than forty new courses of study, and the faculty was materially increased. After his resignation he spent nearly three years in the study of the public law of Europe, and from 1899 to 1903 was professor of European diplomacy in the school of comparative jurisprudence and diplomacy, Washington, D. C. In 1888 he was appointed Assistant Secretary of State by President McKinley. He resigned that office in 1903 to accept the post of envoy extraordinary and minister plenipotentiary of the United States to Switzerland, and two years later he was sent in the same capacity to the Netherlands. In 1908 he was appointed ambassador extraordinary and plenipotentiary to Germany, and held that post until 1911. Dr. Hill is the author of "Life of Washington Irving" (1877); "Life of William Cullen Bryant" (1878); "Elements of Rhetoric" (1877); "Science of Rhetoric" (1878); "Elements of Psychology" (1886); "Social Influence of Christianity" (1888); "Principles and Fallacies of Socialism" (1888); "Genetic Philosophy" (1893); "International Justice"; "A Primer of Finance; "The Conception and Realization of Neutrality" (1902); "The Life and Work of Hugo Grotius" (1902); "The Contemporary Development of Diplomacy" (1904); "A History of Diplomacy in the International Development of Europe"; "The Struggle for Universal Empire" (Vol. I, 1905); "The Establishment of Territorial Sovereignty" (Vol. II, 1906); "World Organization as Affected by the Nature of the Modern State" (1911); "The Diplomacy of the Age of Absolutism" (1914); and "The People's Government" (1915). Dr. Hill was a delegate to the Second Peace Conference at The Hague in 1907, and is a member of the Permanent Administrative Council of The Hague Tribunal. He is vice-grand commander of the Society of American Wars; a member of the American Philosophical Society, the American Society of International Law, the American Historical Association, and other learned societies. He married 3 June, 1886, Juliet Lewis, daughter of Judge Hezekiah B. Packer, of Williamsport, Pa.

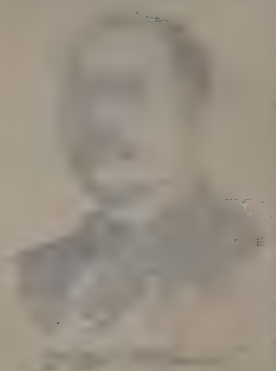
WOOLNER, Samuel, business man and philanthropist, b. in Senitz, Hungary, 11 March, 1845; d. in Peoria, Ill., 4 Jan., 1911, fifth son of Solomon and Sallie Woolner. Both parents were natives of Hungary, and there Samuel spent his early years, deriving a good education in the common schools of his native town. When little more than a boy he learned the distiller's trade, and feeling that the United States offered better opportunities in business than the old country, came to America at the age of eighteen years. He landed at Philadelphia practically empty-handed, but made his way to Cleveland, Ohio, where he sought any kind of honest work. Finally he returned to Philadelphia and secured a position in a distillery. His equipment for his trade had been obtained after the thorough, painstaking, and honest methods of the Old World, and this fact, together with his native ability and resourcefulness, won him rapid advancement. He soon amassed a small capital, and with his brothers, Adolph and Ignatius, established a distillery at Louisville, Ky., in 1869. After two years the brothers sold out this enterprise and purchased several distilleries in Peoria, Ill., which they operated successfully for many years, and developed the extensive business now carried on by their descendants. When they found themselves well established, they sent back to Hungary for two other brothers, Jacob and Morris H. Woolner, who also became partners in the firm, each superintending certain parts of the work. Thus, by co-operation and good management, the concern grew into one of the most prosperous and favorably known in the distilling business. Samuel Woolner did not confine his activities to the distilling line alone, but was instrumental in building up many other enterprises in Peoria. It was through his agency that the grape-sugar industry was established in that city. He held a large interest in the Peoria Grape Sugar Company, which he and his brothers had organized. He was a prominent figure in banking circles, and, after serving some time as a director, was elected to the vice-presidency of the German-American National Bank, the leading financial institution of Peoria, and the predecessor of the Commercial German National Bank. He was also a large stockholder in several of the leading banks of Chicago. In 1894 Mr. Woolner built the Atlas Distillery, the largest in Peoria, and in 1890, with his brother, Adolph, erected the Woolner Building, one of the city's largest and most complete business houses. Mr. Woolner held many positions of a public or semi-public nature. He was for many years a member of the board of trade, also of the city council; and was at one time tendered the nomination for mayor of Peoria, but was forced to decline the honor, on account of business. The influence of the Woolner brothers on the growth and development of the city of Peoria was very great. Samuel Woolner himself was everywhere respected for his sterling qualities and his helpful humanitarianism. He contributed liberally to, or was an active worker in, almost every form of Jewish and non-sectarian charity. A firm believer in conservative, reformed Judaism, he became well known as one of the foremost Jewish philanthropists of America, giving generously wherever there was need, and seeking always the welfare and advancement of his race. He was a member of Schiller Lodge F. & A. M., a thirty-second degree Mason, Scottish Rite; president of the Anshai Ameth congregation of Peoria, also president of the order of B'nai B'rith for the Peoria district. He was president of the Home for Aged and Infirm Israelites, at Cleveland, Ohio; trustee of the Jewish Orphan Asylum of that city; and served as president of the Union American-Hebrew congregations, at Cincinnati. It has been well said that "nature endowed him with indefatigable will-power and thorough business sagacity, which, coupled with sterling honesty and truthful habits, not only gained him the reputation of being one of the foremost business men of Peoria, but also won him fame throughout the country." Mr. Wool-

ner married 20 March, 1869, Johanna Levy, who died in 1872, leaving a daughter, Hannah, now the wife of William B. Woolner. On 19 Oct., 1892, he married Miriam, daughter of Louis Sternbach, of New York City, by whom he had one son, Seymour Woolner, now (1917) a student at Yale University.

MARCH, Frank Morrison, banker, b. in St. Paul, Minn., 22 Oct., 1863, son of Nelson Jonathan and Mary Jane (Morrison) March.

His father served as deputy provost marshal during the Civil War, and in 1874-78 was sheriff of Muker County, Minn. His earliest American ancestor was Hugh March, who emigrated to this country from Newbury, England, in 1638, settling in Newburyport, Mass. The two sons of Hugh March, Col. John and Capt. Hugh March, built and operated the first ferry across the Merrimac River. Frank M. March was educated in the public schools of his native town, and at an early age obtained employment in a mercantile house. In 1884 he accepted a position with the firm of A. H. Reed and Company, at Glencoe, Minn., where he found an opportunity to study the operation of an extensive business enterprise. He resigned his connection with the firm in 1889, and went to Pierre, S. D., where he engaged in the wholesale and retail crockery and grocery business in partnership with his brother, George K. March. He directed his attention to the development of the business which grew rapidly and in the spring of 1894 he sold out his interest in the firm and went with his family to Zumbrota, Minn. Here he organized the Security State Bank, of which he was made cashier. In 1901, stories of great fortunes being made in Western Canada led him to Winnipeg, where he organized the Manitoba Land and Investment Company, in partnership with his brothers, N. U., C. H., and G. K. March. He was made president of the company, which, during the next ten years, handled 500,000 acres of Western Canada land. In 1903 he organized the Export Elevator Company, building a line of elevators along the Canadian Northern and the Canadian Pacific Railways. The poor health of his wife, in the summer of 1909, made it necessary for him to go West, and he went to Spokane, Wash., where he organized the National Bank of Commerce, assuming the presidency. In every work committed to his hands, Mr. March has labored with diligence, perseverance, and efficiency, and the wholesome practical results testify to the value of his business ability. His quick intuitive mind has never failed to meet an emergency when it arises. Mr. March is a director of the Spokane Fruit Growers' Company, and an officer in many banks and corporations He is a member of the Grain Exchange, Real Estate Exchange; director of the Industrial; trustee and treasurer of the Spokane Chamber of Commerce, and at one time served as mayor of Zumbrota, Minn. In Spokane he is a member of the Spokane, Inland, and Athletic Clubs. He was married 19 June, 1891, at Glencoe, Minn., to Emma F. Wadsworth, who died at Monrovia, Cal., 24 Aug., 1913.

MANTON, Frank Stead, inventor and manufacturer, b. in Providence, R. I., 28 Feb., 1838; d. in North Wakefield, N. H., 19 Aug., 1909, son of Salma Manton and Anstis Pearce (Dyer) Manton. His father was a cotton broker, who though he died in his thirty-eighth year did much for the advancement of his native city, being noted always for his public spirit and progressiveness. Salma Manton was born on 12 Feb., 1798, less than eight years after Rhode Island had ratified the Constitution, which, as one of the original thirteen States, he had a hand in framing. Soon after his death his son, Frank Stead Manton, youngest of three brothers, was born. Although Frank never saw his father, he had been endowed with the same restless energy, and even in boyhood was regarded as one of whom his city might well be proud. He was educated first in the public schools of Providence, and afterward went through an academic course in a private school. He did not follow his father's example in his choice of a calling. He might have been also a cotton broker had his taste so inclined him. But from some of his ancestors he had inherited inventive talent, together with a liking for mechanics and engineering science. So he began his business career as a civil engineer and surveyor, for which the records show that he had a remarkable aptitude. For several years he held important positions in the Hope Iron Works, and then became manager and president of the American Ship Windlass Company of Providence. It was here that he found his true vocation. The company was newly established in 1857, when he became its head. Under his able direction and with the aid of his inventive genius in increasing in many ways the efficiency of ships of all kinds, it became one of the most noted marine manufactories in America. That Mr. Manton's personal contributions to the large sum total of new ideas emanating from the works of the American Ship Windlass Company had much to do with its unprecedented success is beyond question. In windlasses, towing machinery, and other appliances on shipboard, which have a more important bearing on the management of vessels than is easily comprehended by nonnautical persons, he introduced an incalculable number of improvements. His inventive genius seemed to be inexhaustible. Marine men throughout the world are indebted to Frank Manton for a practical application of mechanics to the steering and general management of ocean and lake vessels that save labor, while adding to their efficiency and safety. He invented the first iron windlass ever used. Later he proved that iron would do the work much better than wood, and at the same time disposing of the objection of the old-fashioned mariner that iron would be too heavy by proving that its weight was little if any heavier. When once his iron windlass had been accepted, he designed other wind-



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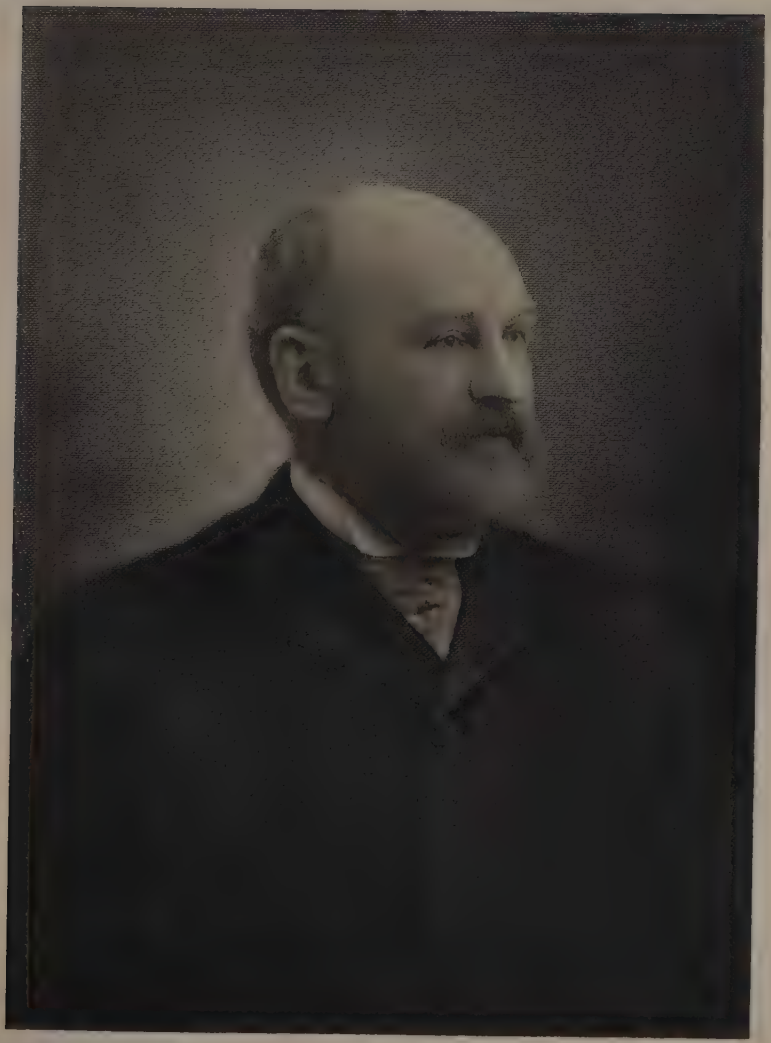

Frank S. Mouton

lasses and capstans and practically all that are in use in the twentieth century, everywhere on the seven seas, as well as on the Great Lakes of America, and in other countries, are of the pattern that Frank S. Manton made. During the fifty years as head of the company the number of improvements that were tested can hardly be estimated. Mr. Manton made a deep scientific study of the windlass. He recognized in it one of the most important factors in the management of a ship, and he knew, as does every experienced navigator, that there are times when the perfect working of the windlass may mean the salvation of the ship. There is no guesswork on the windlasses invented or perfected by Frank S. Manton. All the steam windlasses made by the American Ship Windlass Company have a direct connection between the engine and windlass, without counter shafts or additional gearing. They also have a counter-balance for the engines and an automatic lubricator for the worm and worm-gear, and the engines are placed together in the most accessible position. One improvement made by Mr. Manton in his early days with this company was a patent reversing motion that is now taken as a matter of course, but which had been overlooked until he showed how it would be used. The American Ship Windlass Company of Providence had the most extensive windlass plant in the world. Nine-tenths of the windlasses and capstans used in America were built by this company. Mr. Manton was always much interested in yachts, and several of his inventions came into being with the convenience and utility of yacht navigators expressly in view. He personally superintended considerable work done for the United States navy. Among the battleships he fitted with steam windlasses, steel bibbs, etc., was the U. S steel cruiser "Maine," which was sunk in Havana harbor, and whose loss precipitated if it did not actually cause the war between the United States and Spain. It was not only in his own inventions that Mr. Manton was able to do so much for the maritime world. He was always on the alert for any valuable discovery by others. From the beginning the company, through its president, carefully investigated every idea or suggestion of improvement in windlasses or capstans. If practical it was adopted, and always with generous regard to the claims of the inventors. The works of the American Ship Windlass Company were at the corner of Waterman and East River Streets, in the eastern part of the city, on the banks of the Seekonk River, quite away from the general hum of business. Few of Providence's manufactories were so widely and favorably known. Soon the company's steam windlasses, steam capstans, improved hand windlasses, and hand capstans had been put upon thousands of vessels, and were carried by them over the oceans of the world and America's Great Lakes. From a small beginning in 1857 the business grew to extensive dimensions and employed a large capital. The company, with ample facilities in its shops and tools, devoted itself exclusively to this one work of supplying the vessels of the American navy, merchant steamers, pleasure yachts and sailing vessels with reliable machinery for handing their heavy anchors, loading and unloading, warping ships, etc. Great excellence is usually attained wherever any industry admits of sufficient expansion, so that all tools may be especially adapted to one purpose, and workmen become expert from continually reproducing duplicate machines. Many hundreds of testimonials—from the press, as well as from eminent navy officers, heads of departments, experienced commanders of vessels, and naval engineers, give evidence that to the patient, persistent, and well-directed efforts of Frank S. Manton, the manager, was due the remarkable efficiency of the American Ship Windlass Company's products. In the years now long past there were only small vessels, and ropes were used instead of the chains of to-day for anchoring. An upright wooden windlass stood in the bows of a vessel. Then, with handspikes of wood inserted in the windlass, many sailors walked around, and by main strength brought up the anchors; now, on the leviathans of the deep, the seaman stands by to see the work better done by steam. Nowadays, two sailors can anchor a three-thousand-ton ship with ease; to do the same work in the old way would demand the services of about twenty-five men, and take twenty times as long. To-day a great battleship can have anchor up and under headway in five minutes. Sailing ships supplied with steam windlasses, when anchored in deep seas like the English Channel, can be off and out of sight before a vessel rigged in the old manner could get her anchor aboard. Many dangers of the seas are less to be dreaded with these ample provisions for anchoring. When on a lee shore, or getting under way in a gale of wind, then the value of a good windlass is shown. Indeed, at such times the whole cost is paid for in a few moments. It is beyond question that on steamships, next in importance to the engine comes the windlass with its chain and anchors. To hold its own against the active competitors of to-day, the modern vessel, whether propelled by steam or sail, must have the most complete labor-saving devices, and every mariner the world over knows that nobody has done more in the line than was accomplished by the American Ship Windlass Company, under the active management of Frank Stead Manton. It is estimated that seven-eighths of all the vessels sailing from American ports, both on the salt seas and the great fresh-water lakes, are provided with machines made by this company. The American Ship Windlass Company was favorably known in foreign lands, as well as in America, by a towing machine manufactured only by this organization. Mr. Manton was particularly proud of an achievement of this machine in Great Britain, when on the light-house steamer "Alexandra," of towing the lightship "Kittiwake" from Kingston back to her station at Coningbeg Rock, after being repaired. The machine had opportunity fully to demonstrate its value, as the "Alexandra" nearly all the way fought against a head wind and sea, and the lightship "Kittiwake" reared and plunged in her headlong course astern at a speed of about eleven knots an hour, the fastest she ever had traveled. The task was successfully performed, and the machine that made the difficult and dangerous undertaking possible and safe won the warmest praise from

those who had the management of it, and from the British press represented on board the "Alexandra." Another demonstration of the great efficiency of this apparatus was the towing of a dry dock from Newport News, Va., to Manila, P. I. Many leading marine experts at the time said this could not be done. Since Mr. Manton's death the American Ship Windlass Company has been merged in other companies, but for more than half a century it was pre-eminent. Its products were standard and it was the genius of Frank Stead Manton that gave them the quality which made them so. Mr. Manton was held in high esteem by all who knew him, particularly by his employees. He was confined to his home by serious illness at one time, and, upon his return to the plant, all the employees showed their respect and appreciation of him by abandoning their work to shake his hand. Frank Stead Manton was of English descent, although for centuries his ancestors had lived in America. Edward Manton it was who came over from England in the train of that valiant fighter for liberty and founder of the city of Providence, R. I., Roger Williams, in the early years of the seventeenth century. He settled at Providence Plantations, in Narragansett Bay, where, later, the town of Manton was named for him. Naturally Edward Manton was its most important citizen, and the Mantons are still prominent in the community which bears that name. Shadrach Manton, son of the founder of the family in the United States, was the first town clerk of Providence. Frank Stead Manton married in June, 1863, Miss A. Frances Manton, daughter of Dr. Shadrach Manton, of Providence, R. I. Some years after her death he married Miss Jennie Sage, of New York. He had four children: Amey, Edith, Salma, and Fanny. He was a member of the Home Market Club, Mechanical Engineers' Society, Athletic Association, Board of Trade, Chamber of Commerce, and Naval Engineers. His portrait is in Howell's Album of Marine Celebrities.

COOK, John Williston, educator, b. in Oneida, N. Y., 20 April, 1844, son of Harry De Witt and Joanna (Hall) Cook. When he was seven years of age, the family removed to Illinois, where his father became a prominent figure in railway activities. He was educated in the public schools of Illinois, and at the Illinois State Normal University, where he was graduated in 1865. He then began his career as a teacher in the public schools of Brimfield, Ill., and soon after was appointed principal. His tact and versatility won for him many friends, and in September, 1866, he was chosen principal of the grammar school department of the model school in the Illinois State Normal University. Two years later he became professor of geography and history in the same institution during the absence of the head of that department. In September, 1869, he became professor of reading and elocution, in which capacity he continued until June, 1876, when he was elected professor of mathematics and physics. He showed great aptitude for administrative affairs, and in June, 1890, was elected president of the Illinois State Normal University, which position he resigned in 1899 to become president of the Northern Illinois State Normal School at DeKalb, Ill. Professor Cook possesses the faculty to a wonderful degree of arranging his subject logically by outline, and being able to explain matters intelligently to others. He is a thorough, positive, practical educator, who is always enthusiastic and knows how to instill that enthusiasm into his students. Professor Cook is the author of a series of text-books in arithmetic in collaboration with Miss M. Cropsey (1892), and of the "Educational History of Illinois" (1912). He was editor and publisher of the "Illinois School Master," in September, 1874; editor and publisher of the "Illinois School Journal," in 1883-86. Besides his educational and literary activities, Professor Cook has appeared on the public lecture platform since 1869, since which time he has delivered more than 2,000 lectures. He was secretary of the Illinois State Teachers' Association, in 1873; president in 1880; president of the normal department of the National Education Association, in 1896; president in 1904, and is now a member of the University Club of Chicago, and the Quadrangle Club, University of Chicago. On 26 Aug., 1867, he married Lydia Farnham Spofford, of North Andover, Mass., and they have two children.

BARRETT, John, journalist and diplomat, b. in Grafton, Vt., 28 Nov, 1866, son of Charles and Caroline (Sanford) Barrett. He was educated at Vermont Academy, continued at Worcester Academy, and after teaching for one year he entered Dartmouth College in 1885. The expenses of his college course were defrayed, largely through his own efforts, as a teacher, hotel clerk, and newspaper correspondent. He graduated in 1889 and took charge of the English department of Hopkins Academy, Oakland, Cal. He next devoted his time to the publication of the "Annual Statistician and Economist" in San Francisco, and later was on the staffs of newspapers in Seattle, Tacoma, San Francisco and Portland. In 1894, after acquiring prominence in editorial work and as an authority on political and economic questions, he was appointed U. S. minister to Siam, although but twenty-seven years of age and the youngest person ever appointed to a similar position. He successfully negotiated a difficult question with the Siamese government, securing an indemnity of $250,000 for an American claimant, and made clear the extra-territorial treaty rights of Americans in Asia. On resigning this position in 1898, he went to Manila, where he was war correspondent during the Spanish-American War and a part of the Filipino insurrection, returning to America in June, 1899. Mr. Barrett was the American representative to the International Confederation of American Republics in Mexico, 1901; minister to Argentina in 1903; minister of Panama in 1904-05; and to Colombia in 1905-06. Since 19 Dec., 1906, he has been director-general of the Pan-American Union. Mr. Barrett is the author of "Admiral Dewey" (1889); "The Far East and Siam—A Wonderland of Asia" (1903); "Pan-American Union—Peace, Friendship, Commerce" (1911); "The Panama Canal: What It Is, What It Means" (1913), and a contributor to the magazines and reviews on Latin-American and Asiatic subjects. He was elected an honorary member of the American Asiatic Association for his services in the development of American commercial interests in

John B. Talcott

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PARSONS

Asia, and received a special diploma at the University of Bogota, Colombia, for his services as a diplomat. In 1910 he was decorated with the order of Bolivar, Venezuela, in recognition of his efforts in the interest of the South American republics. In 1916 he was secretary of the General Pan-American Scientific Congress in Washington. Mr. Barrett is a member of several leading clubs.

ABRAHAM, Abraham, merchant, b. in New York, 9 March, 1843; d. in the Thousand Islands, N. Y., 28 June, 1911. He was a son of Judah Abraham, a Bavarian merchant who emigrated to this country a few years before the birth of his son. Young Abraham's parents desired him to become a lawyer, but he was determined on a mercantile career, and at the age of fourteen obtained employment in a dry goods store in Newark, N. J. His indomitable zeal won for him rapid promotion, and at the age of twenty-two he engaged in the dry goods business at 297 Fulton near Johnson Street, Brooklyn, N. Y., in partnership with Joseph Wechsler, under the style of Wechsler and Abraham. The business enjoyed a steady growth, and in 1883 it was moved to the present location on Fulton Street. In 1885 Mr. Abraham startled his friends and business associates when he purchased a building in Fulton Street known as "Wheeler's Folly." This building was the first one built of steel in the borough, and was located a good distance from the business center. The store was vacant many months of the year, and at other times was occupied by cheap store and auction rooms. Mr. Abraham opened the store and his success was instantaneous. In 1893 Mr. Wechsler retired from the business and the firm of Abraham and Straus was organized with Nathan Straus, Isidor Straus, and Simon F. Rothschild as partners. Mr. Abraham was directly connected with one of the most striking developments in America, the department store, and the business which he founded now occupies a block covering about fifteen acres. Mr. Abraham was conspicuous for his charitable work. He helped to found the Jewish hospital, and at the time of his death was its president; president of the board of trustees of the Brooklyn Hebrew Orphan Asylum; president of the Temple Israel; vice-president of the Society for the Prevention of Cruelty to Children; director of the Brooklyn Bureau of Charities; trustee of the American branch of the Baron de Hirsch fund; and incorporator and trustee of the Brooklyn Institute of Arts and Sciences. Mr. Abraham was a trustee and director in a number of financial and industrial institutions and a member of several prominent clubs. Mr. Abraham labored hard and unselfishly for his fellow man. His kindness, toleration, and humanity won him the title of "leading citizen of Brooklyn." On several occasions he declined public office offered to him by State and city officials, prefering to work in the ranks. Once he consented to serve on an important condemnation proceeding, for which he received a check for several thousand dollars. This he promptly returned to the city. On another occasion, when he was injured in a trolley accident, the railway company sent him $10,000 as a settlement for a suit he might bring. He turned over this check to charity. In his will Mr. Abraham set aside $50,000 for the Jewish hospital of Brooklyn, $25,000 to the Brooklyn Federation of Jewish Charities; $10,000 to the Brooklyn Institute of Arts and Sciences; and several large sums to other public institutions. Mr. Abraham was survived by his wife Rosa, and four children—Mrs. Lillian Rothschild, Mrs. Florence Blum, Mrs. Edith Straus, and Lawrence Abraham.

TALCOTT, John Butler, manufacturer, b. at Enfield, Conn., 14 Sept., 1824; d. at Thompsonville, Conn., 19 Feb, 1906, son of Seth and Charlotte Stout (Butler) Talcott. He was a direct descendant of John Talcott, who came from England to Hartford in 1636, where he was a prominent member of the Hartford Colony. Mr. Talcott's family removed to West Hartford in 1828. His early life was spent in the country, where he assisted in the work of his father's farm and mill. He was prepared for college in the Hartford grammar school, and was graduated at Yale College in 1846, as salutatorian of his class. The years immediately following he devoted to teaching and the study of law. He was clerk of the probate court in Hartford and taught in the Hartford Female Seminary. Upon recommendation of the Yale faculty he was appointed instructor in Middlebury College, and later at Yale, where he remained for three years as tutor in Greek. On his return to Hartford he was admitted to the bar, intending to make the law his profession; but being urged by the late Seth J. North to take charge of the knit goods department of the firm of North and Stanley at New Britain, he accepted the position. This interest was later consolidated with the New Britain Knitting Company, of which Mr. Talcott acted as manager for fourteen years. In 1863 he organized the American Hosiery Company, the success and recognized position of which are due largely to his skillful and sagacious management. At first secretary and treasurer of the company, he afterward became its president. Mr. Talcott gave valuable service in other enterprises, being a director of the P. and F. Corbin Company, Corbin Cabinet Lock Company, the New Britain Savings Bank, the Connecticut General Life Insurance Company of Hartford, and the Mechanics National Bank of New Britain, of which he became president in 1894. He was a member of the city council of Hartford from 1876 to 1880, and mayor from 1880 to 1882. He was at the time of his death president of the New Britain Institute, to which he gave $20,000 to establish an art fund in 1903. Mr. Talcott was a member of the South Congregational Church from 1853, and a deacon in 1884. In 1848 he married Jane Croswell Goodwin, of West Hartford, by whom he had one daughter and three sons. She died in 1878, and in 1880 Mr. Talcott married Fannie Hall Hazen, who, with two daughters, survives him. Mr. Talcott's success was largely due to his tireless industry, to his remarkable personal attention to details, and to a probity and courage tempered with caution. He was a business man of the highest integrity and signal ability, rich in experience, large-hearted, and faithful in all his relations.

PARSONS, John, clergyman, b. at Alfred, Me., 25 Sept., 1820; d. at Brookline, Mass., 31 March, 1910, son of William and Mary (Parsons) Parsons. He was a lineal descendant

through both parents of Cornet Joseph Parsons, a native of England, who settled in Springfield, Mass., in 1635. He was educated in the public schools and the academy in his native place, and when he was seventeen years of age taught in the district school in Lyman, an adjoining town. In February, 1839, he entered Brown University, where he was graduated in 1842. He studied for the ministry at Yale and subsequently at Andover, being graduated at the latter institution in 1848. Later he did postgraduate work at the theological seminaries in Andover and Bangor. His pastoral activities extended over a period of about twenty-five years, during which time he served in Limington, Kennebunkport, York, and Lebanon Centre, Me. In 1873 he retired from the pulpit and devoted himself mainly to literary labor. While his studies took wide range, the results of his researches are embodied in his book, "Each for All and All for Each—the Individual in His Relation to the Social System" (1910). His keen analysis and love of exact classification appear throughout the work. Defining the social system, he traces the various methods by which the mutual influences of the individual and of society are exercised. In his chapter on "Harm in the System," he makes everything contingent on "structural harm." His theories all reflect the thoroughgoing optimist. Mr. Parsons married 22 April, 1856, Sarah Ayer, daughter of Samuel and Sally Adams (Gile) Chase, of Haverhill, Mass. Two sons survived him: Charles Chase and William Edwin Parsons.

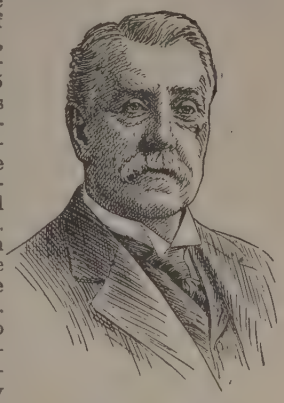
WEBER, Jessie (Palmer), librarian and editor, b. in Carlinville, Ill., 1 Aug., 1863, daughter of John McAuley and Malinda Ann (Neely) Palmer. Her earliest American ancestor came to this country from England in 1624 and settled in Virginia. Her grandfather, Louis D. Palmer, a Kentucky planter, being one of those Southerners who detested the institution of slavery, came to Illinois that his children might be brought up on free soil. Her father, John McAuley Palmer, was a lawyer, who rose to the rank of major-general during the Civil War in the federal service, and was later governor of the State of Illinois and U. S. Senator. Mrs Weber was educated in the public schools of Springfield and by private tutors, after which she studied at the Stuart Institute, in Springfield. She then became assistant to Judge H. W. Beckwith, the noted historian, thus beginning her studies of Illinois State history. From 1891 to 1897 she was secretary to her father, during his term of service in the U. S. Senate, assisting him especially in the matter of procuring pensions for Civil War veterans. In 1898 Mrs. Weber became librarian of the Illinois State Historical Library and since 1904 has also been secretary of the Illinois State Historical Society, as well as one of its directors. In that same year she also became a trustee and secretary of the Fort Massac State Park. Since 1908 she has been editor-in-chief of the "Journal of the Illinois State Historical Society" and since 1913 she has been a commissioner and secretary of the Illinois State Centennial Commission. To her charge was given the task of preparing and installing the historical exhibits in the Illinois buildings at the expositions at St. Louis; Portland, Ore.; and Jamestown, Va.; and a notable Lincoln exhibit at the Panama-Pacific Exposition at San Francisco. Mrs. Weber is a member of the National Society of the Daughters of the American Revolution; the United States Daughters of 1812; the American Historical Association; the American Library Association; the Mississippi Valley Historical Association, and the Illinois State Library Association. On 8 June, 1881, she married Norval Wilson Weber, a journalist, son of George R. Weber, a pioneer newspaper editor of Illinois. They have had one daughter, Malinda Ellen, wife of Dr. J. W. Irion, a prominent physician, of Fort Worth, Tex.

MITCHELL, John Raymond, banker, b. in Franklin, Pa., 9 Jan., 1869, son of John Lamb and Harriet (Raymond) Mitchell, of Scotch-Irish descent. He traces his American ancestry to the Rev. David Mitchell, a native of Ireland and a Methodist minister, who came to America late in the eighteenth century. His father (1826-68) was born in Center County, Pa., and was one of the pioneer oil men of that region. Later in life he engaged in the banking business and was well known throughout his part of the State as a successful business man and representative citizen. Mr. Mitchell spent his early years in Franklin and attended the schools of that place. After the usual preparatory course he entered Yale University, where he was graduated with the degree of Ph.B., in 1889. He was thoroughly equipped for either a business or professional career, and for a time centered his activities upon civil engineering, but soon gave up that calling for the more congenial occupation of banking. In 1897 he removed from Pennsylvania to Minnesota, locating at Winona, where he became identified with the Winona Deposit Bank, and from the beginning of his residence there occupied a position of exceptional importance in the financial and social life of the community. In 1906 he broadened his banking operations by purchasing the Capital Bank of St. Paul, Minn., and removing to that city with his family, made it his permanent home. The same year in which Mr. Mitchell assumed control of the Capital Bank, that institution was nationalized and a consolidation was effected with the St. Paul National Bank, under the name of the Capital National Bank, and Mr. Mitchell was made president of the joint enterprise. During the ten years of his management this bank has grown to be one of the foremost banking concerns of the Northwest. He still retains the presidency of the Winona Deposit Bank, and is also the chief executive of the Duluth Savings Bank, at Duluth, Minn. In addition to his banking interests he has also during his business career become largely interested in oil development and iron-mining, and is everywhere recognized as a shrewd and able financier. His capabilities in the banking business have been recognized by his election to the position of president of the Minnesota Bankers' Association. He has also been chosen as president of the St. Paul Clearing House Association, and is a member of the executive council of the American Bankers' Association. Mr. Mitchell is a member of the Minnesota Club, University Club, Town and Country Club, all of St. Paul; and of the University

Club, Chicago, Ill. He married 29 Jan., 1896, Mary Eleanor (now deceased), daughter of the late Hon. Henry W. Lamberton, of Winona, Wis. Their three children are: John Lamberton, Mary Eleanor, and Raymond Otis Mitchell.

BIGELOW, Poultney, author, b. in New York, 10 Sept., 1855, the son of John and Jane Tunis (Poultney) Bigelow. He is a descendant in the eighth generation from John Bigelow, who settled in Watertown, Mass., in 1632. At the age of six years Poultney Bigelow was taken to Paris by his parents, where he received his early education. In 1870 he visited Germany, and three years later entered Yale University. He became editor of the "Yale Courant," and after graduating in 1879 entered the Columbia Law School. He was admitted to the bar in 1882, and for a number of years practiced in New York. In 1892 he visited Russia in company with Frederic Remington, the artist. At the outbreak of the Spanish-American War he went to Cuba as correspondent for the New York "Herald" and the London "Times." Mr. Bigelow has traveled extensively, and in 1891 descended the Danube in a canoe. He has visited China, Japan, Borneo, Java, New Guinea, Australia, and the countries of Europe and Africa. He is the author of a number of books, of which the following are the best known, "The German Emperor and His Eastern Neighbors" (1891); "Paddles and Politics Down the Danube" (1892); "The Borderland of Czar and Kaiser" (1893); "History of the German Struggle for Liberty" (1895); "White Man's Africa" (1896); "Children of the Nations," and "Prussian Memories." Several of his books have been translated into German, French and other languages. Mr. Bigelow is an honorary member of the Royal Artillery Institution, Royal United Service Institution, and the Ethological Society, London; life member of the American Geographical Society, Royal Geographical Society, American Political Science Association, the New York Historical Society, and a member of several clubs. He married in 1911, Lillian Pritchard, of Worcester, England.

PAGE, J. Seaver, manufacturer, b. in New York City, 30 Nov., 1844, son of Thomas and Harriett (Mikels) Page. His father, the son of Thomas Page, an English army officer, came to this country from Wootandundridge, in 1812, settling in Boston, Mass. Here Thomas Page became one of Boston's most eminent and honored merchants and manufacturers. J Seaver Page was educated in the public schools of New York City and after graduation at the College of the City of New York, in 1862, began teaching in the German-American School in Twenty-second Street, New York City. While occupying this position, he participated in a competition for the professorship of English in the German-American Institute, in Hoboken, N. J., then the largest German college in America. His papers failed to arrive until after the competing papers had all been considered, but his work was so superior that he was chosen for the office. Six months later, he resigned his professorship and the salary of $2,000 a year, and entered the firm of F. W. Devoe and Company, now F. W. Devoe and C. T. Raynolds Company, as a clerk, where he received $12.00 a week. Intelligence, industry, and careful methods on his part speedily won recognition from his employers and successive promotion. In 1869 he was admitted to partnership in the business. His entire career was destined to be identified with this enterprise, which he saw developed from a comparatively small business only a few years old, into what is now a gigantic industry with a world-wide reputation. In this period, also, he has influenced many important changes in the production of paints, colors, brushes, and varnishes. In 1895 Mr. Page was elected vice-president of the company, when the firm was reorganized and assumed its present name. Mr. Page has been connected with the enterprise more than fifty years. He is esteemed no less for his characteristics of courtesy and affability than he is respected for his business ability, sturdy integrity, and unflinching devotion to his responsibilities. Though of simple tastes and quiet demeanor, his strong personality impresses itself upon all with whom he comes in contact. He is a man of deep culture, and has been long identified with the College of the City of New York. He is also a member of the New York Athletic Club, Union League Club (secretary in 1891-92), St. Nicholas Society, Westminster Kennel Club, and of St. Bartholomew's Church He was appointed a trustee of the Brooklyn Bridge by Mayor Strong, and served until the consolidation of Greater New York. Mr. Page is an ardent Republican in politics and for many years has labored earnestly for the interests of the party. On 15 Dec, 1869, he married Lizzie, daughter of Henry B Deventer, of Bound Brook, N. J. They have one daughter, Helen, wife of Arthur W Francis, of New York City.



J. Seaver Page

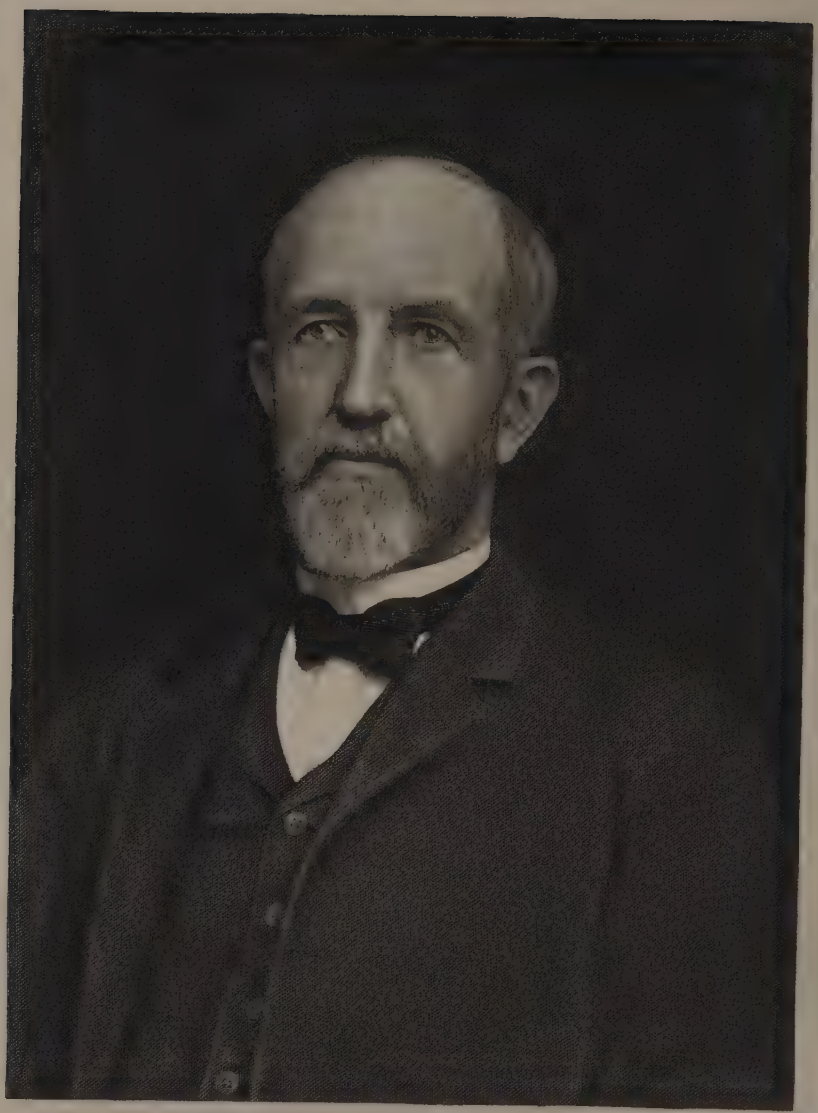
KEECH, Frank Browne, banker and broker, b. in Wicomico, Md, son of James Alexander and Emily (Bean) Keech His earliest paternal American ancestor, James Keech, came to this country from England in 1670, settling in St Mary's County, Md. He was a member of the first legislative assembly of Maryland, and captain of a company formed for the protection of the colony. Frank B. Keech was educated in the Charlotte Hall School, and entered the National Military Academy at West Point. He relinquished the intention of serving in the army, however, and entered upon a business career in a brokerage office in New York City in 1893. He early developed marked business talents and untiring energy, his well-balanced forces being manifest in sound judgment and a ready and rapid understanding of any problem that might be presented for solution. The number of Mr.

Keech's interests throughout his business career would seem nothing short of marvelous to one unacquainted with his extraordinary mental powers and rare executive ability. Intensely public-spirted, he takes an active part in every movement which in his judgment tends to promote the best interests of his city and State. Mr. Keech is a stanch believer in preparedness and declares that "every American citizen should be prepared in time of need to protect the flag and that all young men should obtain a military education" The liberal views and genial personality of Mr Keech have drawn around him a circle of friends and he is one of the city's most prominent club men, being governor in the Tuxedo Club, and a member of the Union, Metropolitan, Riding, and Racquet Clubs. Mr. Keech's personal appearance is an index to his character, giving the impression of intense vitality and alertness, while the keen yet kindly eyes idicate penetrating observation and withal a lovable and magnetic nature—a fact which goes far to account for the uniform success of his undertakings. In 1893 he married Clara Joy, daughter of George G. Williams, president of the Chemical National Bank of New York City. They have one son, Gilbert Keech.

MOHLER, Adam L., railway official, b. in Reamstown, Pa., 6 May, 1849, son of George and Elmira (Ruth) Mohler. Through his father he is of Swiss extraction, the first of the name to come to this country, having emigrated from Switzerland in 1730 and settled in Ephrata, Pa. He spent his boyhood days in healthy activity on his father's farm, laying up a store of energy and health for future years. His educational advantages were meager, being confined to those afforded by the common schools of Sterling, Ill., whence his father had removed in the hope of bettering his fortune in the West. In 1867 he entered the railroad service, in which he was destined to have such a remarkable career, becoming, in 1868, assistant to the station agent of the Chicago and Northwestern Railway, at the small town of Galt, Ill. From the beginning his rise was steady and uninterrupted until he became the chief executive of one of the most important railroad systems of the country. He was soon promoted to the position of station agent at Galt, and remained there several years, his varied duties as a country station-master giving him an intelligent grasp of many phases of railroad management. The year 1882 saw the real beginning of Mr. Mohler's rise to prominence in railroading, when he was made general freight agent of the St Paul, Minneapolis and Manitoba Railway After several intermediate promotions he became assistant general manager of the Great Northern Railway, and in 1888 was made general manager of that road, an office which he retained for two years. During 1889-93 he served as general manager of the Montana Central Railway, resigning this position to become general manager of the Minneapolis and St. Louis Railway. In 1897 he entered a new field of activity as president and general manager of the Oregon Railway and Navigation Company, a position which he filled from 1 July, 1897, to 1 April, 1904. He was also president of the Portland and Asiatic Steamship Company, and of the Ilwaco Railway and Navigation Company. He became vice-president and general manager of the Union Pacific Railroad in 1904, serving in that capacity for four years. On 13 Oct., 1911, he became president and general manager of the Union Pacific System, comprising the Union Pacific and Oregon Short Line Railways. Mr. Mohler is a member of the Omaha Club, the Technical Club, and the Bear River Club of Utah. He married, in Cedar Rapids, Ia., 7 Feb., 1877, Jennie, daughter of Capt. W. W. Smith, of Cedar Rapids, Ia. Of their two children, one, Anna Marie Mohler, survives.

ADE, George, author and humorist, b. in Kentland, Ind., 9 Feb., 1866, son of John and Adaline (Bush) Ade. He was graduated at Purdue University in 1887 with the degree of B S. While in college he displayed his ready wit in the college paper and shortly after graduation became reporter and telegraph editor on the Lafayette (Ind.) "Evening Call." In 1891 he joined the Chicago "Daily News" (now the "Record") as reporter and special writer. His brisk, humorous style immediately attracted attention, and he began to write semi-philosophical and wittily slangy sketches. In his original way he clearly expressed what he meant to say, and his picturesque writings enjoyed a heavy demand. His "Fables in Slang," which appeared first in the New York "Herald," helped to make him famous throughout the United States. In 1900 he resigned his position on the Chicago "Record." His published works include "Artie" (1896); "Pink Marsh" (1897); "Doc Horne" (1898); "Fables in Slang" (1899); and "More Fables" (1900); "The Girl Proposition" (1902); "People You Knew" (1903); "Breaking into Society" (1903); "True Bills" (1904); "In Pastures New" (1906); "The Slim Princess" (1907); "Knocking the Neighbors" (1912); "Ade's Fables" (1914). From these sketches and stories he "graduated" into the rank of the comedy dramatist and comic opera librettist, his dialogue retaining the snap and humor of his earlier work. His operas and plays include "The Sultan of Sulu" (1902); "The County Chairman" (1903); "Peggy from Paris" (1903); "Sho-Gun" (1904); "College Widow" (1904); "The Bad Samaritan" (1905); "Just out of College" (1905); "Marse Covington" (1906); "Mrs. Peckham's Carouse" (1906); "Father and the Boys" (1907); "The Fair Co-Ed" (in which Elsie Janis starred in 1908); "The Old Town" (1909); and "Nettie" (1914). Mr. Ade is an active and respected citizen of Indiana, where his reputation is second only to that of the late James Whitcomb Riley. He was a delegate to the Republican National Convention in 1908; has been a trustee of Purdue University since 1909, was one of the grand council of the Sigma Phi Fraternity in 1909, and is a member of the National Institute of Arts and Letters. He is unmarried.

HABERKORN, Christian Henry, manufacturer, b. in Detroit, Mich., 27 July, 1856; d. in Detroit 2 June, 1915, son of Henry and Margaret (Kolby) Haberkorn. He was of German ancestry, the descendant of an old Bavarian family which moved to Hesse Darmstadt early in the fifteenth century.



F. P. Walker

His father (1831-1908), born in Altenburg, Hesse Darmstadt, the youngest son of the mayor of that city, came to America in 1851, and settled in Detroit, Mich., where he became a prominent builder. His mother was also a native of Germany. Henry Haberkorn was educated in the public schools of Detroit, and in his young manhood followed his father's trade. Early in the seventies he went to California and engaged in the construction of several of the first pretentious buildings erected in San Francisco. Then returning to Detroit, he began the manufacture of furniture, and in 1878, started his first independent business venture by establishing the firm of C. H. Haberkorn and Company. The business was incorporated in 1904 with Mr. Haberkorn as its president, a position which he retained until his death. From the time of its inception he had been the leading spirit and guiding genius of the enterprise, which under his management grew to be one of the largest concerns of its kind in the United States. Mr. Haberkorn held a prominent place among the business men of the country, and although his energy was mainly devoted to the building up of C. H. Haberkorn and Company, he was identified with a number of other interests in Detroit. He early saw the possibilities of real estate investment in and about Detroit, and owned considerable property which he improved and developed. He also invested largely in various manufacturing and banking activities throughout the country. He was vice-president of the Pressed Steel Manufacturing Company in 1908-11; president of the Universal Motor Truck Company in 1910-11; treasurer of Grosse Pointe Park Corporation in 1913-15; and president of the Haberkorn Investment Company in 1914-15. He was never interested in politics to any great degree, and never held or desired public office. He was a member of the Detroit Club, the Detroit Country Club, Detroit Golf Club, the Old Club, Wayne Club, the Detroit Board of Commerce, and the Geographical Society of America. He married, in 1884, Frances Harriet Ruehle, daughter of Frederick Ruehle, a prominent figure in the early city government of Detroit, who had been president of the board of public works and one of the four founders of the old "Michigan Democrat." She died in 1910, and Mr. Haberkorn married, in 1913, Helen Hortense Harvey, daughter of Fred C. Harvey, an attorney of Detroit, who died the following year. He was the father of two children by his first marriage: Christian Henry Haberkorn, Jr., and Adelaide Dorothea Haberkorn. By his second marriage there was one child, Henry Harvey Haberkorn.

WILSON, William Lyne, statesman and first president of Washington and Lee University, b. in Jefferson County, Va., 3 May, 1843; d. in 1900, son of Benjamin and Mary (Lyne) Wilson. He studied at Charlestown Academy and Columbian University (D. C.), and in 1860, after graduation at the latter institution, entered the University of Virginia. There he remained until the outbreak of the Civil War, when he enlisted in the Confederate ranks At the close of the war, Mr. Wilson was made professor of Latin in Columbian University, but after a few years resigned to practice law in Charlestown, Va., continuing in this occupation for more than eleven years. He was a delegate to the Democratic National Convention of 1880, and two years later he was made president of West Virginia University, but resigned shortly afterward, being elected to the Forty-eighth Congress. He served by re-election six successive terms, or until the Fifty-fourth Congress, when he was defeated. In 1890 Mr. Wilson declined the offer of the presidency of Missouri University, preferring to remain in Congress. He was made permanent chairman of the Democratic National Convention in 1892. During his last term in Congress Professor Wilson was chairman of the Committee of Ways and Means, and it was largely due to his efforts that the purchasing clause of the Sherman Silver Act was repealed. Professor Wilson was also the author of the much-discussed tariff bill, which bears his name, and upon its passage in the House he was lifted to the shoulders of his admirers and borne triumphantly from the hall. The Wilson tariff act contained a provision for an income tax, a feature which was declared unconstitutional by the Supreme Court. Thus the bill was stripped of one of its principal sources of revenue, and the national treasury was speedily emptied, bringing upon the author of the bill much unmerited abuse. In 1895 Mr. Wilson was appointed to the Cabinet of President Cleveland as Postmaster-General, and served until the close of his term, when he accepted the presidency of Washington and Lee University. Professor Wilson served six years as a regent in the Smithsonian Institution. The degree of LL.D. was conferred upon him by the University of Mississippi, West Virginia University, Tulane University, Hampden-Sidney College, Va., Columbian University, and the Central College (Mo.). Mr. Wilson married 6 Aug., 1868, Nannie, daughter of Rev. Dr. A. J. Huntington, dean of Columbian University (now George Washington University), Washington, D. C.

WALKER, Thomas Barlow, lumberman, b. in Xenia, Ohio, 1 Feb., 1840, son of Platt and Anstis Keziah (Barlow) Walker. He traces his descent from New England and Puritan stock. Early thrown upon his own resources, he steadfastly adhered to the ambition to secure a thorough education. He attended Baldwin University, at Berea, Ohio, for a limited period, and by close application and improving every extra hour, he was able to complete a thorough course of study, mostly outside of the university. He taught school for a time, and later was a traveling salesman. In 1862 he went to Minneapolis, and for about twelve years was engaged on surveys for the government and for the St. Paul and Duluth Railroad. He has been the largest operator in Minnesota timber lands, and lumbering in the pine timber, in that State. He also has extensive interests in California white and sugar pine. He was projector and builder of St. Louis Park, on the outskirts of Minneapolis, and of the trolley line leading to it. Mr. Walker has extensive property in Minneapolis. He built there the central city market, and the wholesale commission district, by which Minneapolis has been placed in the front rank as a wholesale and retail market. It is

affirmed that this central market is beyond doubt the best adapted for doing produce business of any in the United States. Mr. Walker was primarily responsible for the development of the library system of Minneapolis. For a long period he labored to enlarge the old Athenæum Library Association into a more public and generally useful institution, extending its benefits to the whole city. He then became instrumental in establishing the present public library, and was one of the most generous contributors to the fund required by the city from private sources before entering upon public appropriations to build and maintain it. In establishing this, he was particularly interested in providing for the Public Art Gallery, the Museum, and the Minneapolis Art School. He has been annually elected as a director and as president of the board ever since it was organized twenty-five years ago. He donated a large and magnificent collection of paintings for the library, which for many years was in its original art room. Within the past decade he has paid the expense of finishing the new gallery and the museum room. More than four-fifths of the pictures in the main art room were donated by him. He has also been deeply interested in building up the Academy of Science, to which he has contributed many cases of valuable specimens. He is president of the association, and is continually adding to the already considerable collection of rare and beautiful objects of art and nature. Mr Walker's collection of old-world and American masterpieces has contributed greatly to the pleasure and education of all lovers of art who have had opportunity to visit the gallery in the wing of the Walker residence, which is open to visitors six days of the week with no admission fee. Containing examples of the highest art, it is accounted the finest and most attractive collection, either public or private, in the world. The entire collection in the galleries at Mr. Walker's home, together with those in the public library, number more than five hundred, all selected on the basis of the most careful judgment. In addition to the collection of paintings, there is an equally unexcelled collection of porcelains, bronzes, jades, ancient and modern high-grade glass, carved crystals of pink and white, including white and rose quartz, amethyst, lapis lazuli, ancient Chinese snuff-bottles, and ivory carvings. Mr. Walker is deeply interested in the conservation of our forests, having prepared an important review of the forestry question in the "National Magazine," besides furnishing various papers for the Conservation Commission, the U. S. Forestry Department, the Interior Department, and the Ways and Means Committee of the House, for consideration in the tariff on lumber. He has also delivered an address on conservation before the Minnesota Academy of Science. Mr. Walker has given much time and attention, and has contributed liberally, to the work of the local, State, and national Young Men's Christian Association. He is chairman of the board of trustees of the local institution in Minneapolis, and is a member of the International Committee of New York City; also a member of the American Economical Association, National Geographical Society, American Forestry Association, American Academy of Political and Social Science, Minnesota State Horticultural Society, Minneapolis Chapter of the American Institute of Banking, Forestry Society of California, State Forestry Association of Minneapolis, Commonwealth Club of California, and the Commercial Club of Minneapolis. He is especially a practical business man, and seeks by careful study and the results of his own experience and that of others, to view public questions from the standpoint of business affairs. His character is above reproach, and no dishonest dollar has ever come into his possession. He married 19 Nov., 1863, Harriet Granger, daughter of Fletcher Hulet, of Berea, Ohio. For many years Mrs. Walker has been widely known for her philanthropic work. Mr. and Mrs. Walker have eight children.

AGNEW, Daniel, jurist, b. in Trenton, N. J., 5 Jan., 1809; d. in Beaver, Pa., 9 March, 1902. His grandfather was a native of Ireland and a soldier in the Revolution, his father was a noted physician of Pittsburgh, and his mother, a daughter of Maj. Richard Howell of Revolutionary fame. He was graduated at the Western University, Pittsburgh, and was admitted to the bar at the age of twenty, engaging in the practice of law first in Pittsburgh and then in Beaver. From the beginning of his career he was active in politics, first as a Whig, later as a Republican. He composed the so-called "Dickey Amendment," which was proposed in the Pennsylvania legislature by his colleague, John Dickey, under which the appointment and length of office of the judiciary were regulated until 1850. A nomination for the U. S. Senate was offered to him, but he declined, stumping the State, however, for President Harrison in 1840, for Henry Clay in 1844, and for Taylor and Fillmore in 1848. In 1851 Mr. Agnew was appointed president judge of the Seventeenth Judicial District, and in 1861 was unanimously elected, serving until his nomination as judge, Supreme Court of Pennsylvania, on the ticket with Governor Curtin. Among Judge Agnew's most famous decisions was that in the case of John Welsh, who was made prisoner on board the Confederate vessel "Jeff Davis"; the decision in the matter of Congress' right to issue treasury notes as legal tender; the decision against a deserter's right to vote; a decision in 1867 against race discrimination, previous to the passage of the fourteenth amendment; and the decision rendered in 1872, modifying the rule to exclude jurors, who had formed a previous opinion, from serving in a capital case. This last decision, which largely modified previous practice, was followed notably in the trial of Guiteau, the assassin of President Garfield. In 1873 he was made chief justice, from which office he retired in 1879, devoting the remainder of his life to wielding his weighty influence for the public good. He appeared as counsel for Allegheny County in the prosecutions following the riots of 1877, as also in the case of Kelly vs. City of Pittsburgh. The degree of LL.D. was conferred on him by both Washington and Dickinson Colleges. He was married to Elizabeth Moore, daughter of Gen. Robert Moore, and was survived by six children.

MANNING, Daniel, Secretary of the Treasury, b. in Albany, N. Y., 16 Aug., 1831; d. there 24 Dec., 1887. Leaving school when but twelve years old, he obtained a position in the office of a local newspaper, the "Atlas," which shortly afterward became the "Argus." With this paper he was identified all his life. During 1865, when he became its associate editor, he assumed full charge. About this time Mr. Manning gave considerable attention to politics and the able editorials from his pen proved telling blows in the subsequent war on the Tweed "ring," when he was the acknowledged leader of his country among those of the Democratic party who were combating the influence of the Tammany "boss." Mr. Manning's energetic work finally resulted in breaking the power of the "ring" in the legislature. In 1873 he became proprietor of the "Argus," and, changing somewhat the policy of the paper, soon brought it to a point where it attained a powerful political influence, not only in the county, but throughout the State. In 1874 he was a delegate to the Democratic State Convention at Syracuse, and upon the subsequent election of Samuel J. Tilden to the governorship, Mr. Manning devised several measures for reform in the management of prisons and canals, which were later adopted and proved very successful. In 1876 he was a member of the Democratic State Committee; became its secretary in 1879, and chairman in 1881, continuing in the latter office until 1883. In the Democratic National Conventions of 1876, 1880, and 1884, he controlled the delegations from his State. Throughout the presidential campaign of 1884 Mr. Manning worked arduously for the election of Grover Cleveland, for whom he had always entertained a high regard. When, in March, 1885, President Cleveland was forming his Cabinet, he appointed Mr. Manning Secretary of the Treasury, considering him well fitted for this office by his long service as a director of the Albany and Susquehanna Railroad and of the National Savings Bank of Albany. Mr. Manning had also been a director of the National Commercial Bank of Albany since 1873; becoming its vice-president in 1881, and its president in the following year. At the time of his appointment to the Cabinet of Clevelend he was also a director of the Electric Light Company of Albany. As Secretary of the Treasury, he evinced many sterling qualities, but in April, 1887, after two years' service, he was forced to resign because of ill health. Upon taking several months of complete rest, he recuperated, and in October of the same year accepted the presidency of the Western National Bank of New York. The change in his condition, however, was only temporary, and his death occurred two months later. Mr. Manning was married in 1853 to Mary Lee, and had four children.

HADLEY, Herbert Spencer, governor of Missouri, b. at Olathe, Kan., 20 Feb., 1872, son of John Milton and Harriet (Beach) Hadley. He is a descendant of Simon Hadley, a native of Ireland, who located in Pennsylvania in 1712. His father served in the Civil War, attaining the rank of major, and held sundry civil offices, including that of State senator. Herbert S. Hadley was graduated at the Kansas State University in 1892, and the Northwestern Law School in 1894. Admitted to the bar in the same year he began practice in Kansas City, Mo. He was first assistant city counselor from 1898 to 1901 and prosecuting attorney of Jackson County, Mo., for the two years following. In 1904 he was elected attorney-general of Missouri, and became identified with the reform movement, which, initiated by the wide publicity given to various trust scandals, had become country-wide. The prosecution of the Standard Oil Company in Missouri was conducted by him. Securing the testimony of Messrs. Archbold, Rogers, and other magnates, he proved his charges and gave the basis for prosecutions in other States. Railroad, fire insurance, and lumber companies, the harvester trust and the race-track gamblers were also successfully prosecuted by him, and in case of the first mentioned his efforts resulted in fixing the passenger rate at two cents per mile in the State. His fame as a champion of the people's rights had become national and his popularity in Missouri resulted in his election on the Republican ticket in 1908, as governor of the State by a majority of 15,879. Radical reform measures were enacted during his administration, including the initiative and referendum (Constitutional amendment); the establishment of a third court of appeals and juvenile courts for counties of 50,000 population and over. Governor Hadley became a power in the councils of the Republican party, siding with the younger, radical element in the party, represented in Congress by the so-called insurgents. In 1912 he was prominently mentioned for the vice-presidency, and even the presidency. He was, however, too much out of sympathy with Mr. Taft's policies to accept a place on the ticket with him; yet he refused to leave the ranks of the party to join the Progressives, as many others did. Mr. Hadley received the degree of LL.D. from Northwestern University in 1909, and from Missouri State University in 1910. He was one of the organizers of the young Republican Association of Missouri, the National Association of Attorneys-General and the Knife and Fork Club of Kansas City, Mo. He married 8 Oct., 1901, Agnes, daughter of Charles S. Lee, and had three children.

BARBER, Ohio Columbus, manufacturer, man of affairs, b. at Middlebury, now a part of Akron, Ohio, 20 April, 1841, son of George and Eliza (Smith) Barber. He was named after his native state and its capital and few of her sons have contributed more to her manufacturing fame. The family is of English origin and was founded in America in the seventeenth century by five brothers. A well-authenticated tradition, which is commonly accepted as a genealogical fact, is that one of his forbears, Anna Bacon, was a full cousin to Francis Bacon, the great English statesman and philosopher. His mother was of Holland stock. Her mother was born in America when Washington was President, and lived within the lifetime of every President down to President Wilson. At the time of her death, she was within eighteen months of the ripe age of 100 years. His father, George Barber, was a native of Hartford, Conn., who was brought by his parents to Onondaga County, New

York, as a child. Here he grew to manhood, learning the trade of a cooper. Moving westward to Ohio, he established himself as a cooper at Middlebury and so continuing until 1847, when he developed an initiative which culminated in a great industry, by embarking on a small scale in the making of matches. The "Lucifer," or sulphur match, was then almost unknown in the West, and a scarce article outside of the larger cities everywhere. This enterprise proved to be far-seeing and successful, finally developing into the largest manufactory of its kind in the world. He died 12 April, 1879, in his seventy-seventh year. Ohio C. Barber, his son, destined to become the head of this great industry, received a common-school education and began work for his father when he was fifteen years old. He developed in his youth an aptitude for affairs of which the chronicle is little short of marvelous. At the age of twenty he became a partner in the match manufacturing business, and at the age of twenty-one, its general manager. The growth of the business was rapid, and in 1868 it was incorporated as the Barber Match Company with his father, George Barber, as president, himself as secretary, treasurer and general manager. Shortly before his father's death, in 1879, he became the president of the company. Two years later (1881), with that far-seeing genius for organization which has distinguished all the great captains of industry, he began the consolidation which resulted in the formation of the Diamond Match Company, which has become one of the largest industries in the world. Originally, Mr. Barber was vice-president of the company but became president in 1888, and continued for twenty-five years. His influence and methods dominated the manufacture of matches to a great degree throughout the world for a quarter of a century. The system worked out in the research department of the Diamond Match Company, has been extended to every quarter of the globe. Machinery for making matches—manufactured at Barberton, a city of 20,000 population, founded by and named after Mr. Barber, the headquarters of this American industry—can be found all over Europe, Asia, Africa, Australia, New Zealand, and South America. The sun never sets on factories in active operation making matches by the method and machinery developed by the genius and initiative, and the unflagging enterprise of Ohio C. Barber. Not long after its inception, a branch of the Diamond Match Company was established in London, in association with the well-known firm of Bryant and May, under which name the business was conducted. The factory for this enterprise was built in Liverpool and was the largest plant devoted to the making of matches in all the Eastern Hemisphere. From this plant matches were exported to all parts of the world. It was the greatest stimulus the business had known abroad since the first match was made, three-quarters of a century before. Later, plants were established in Germany and Switzerland; still later, the May Company was organized to consolidate the business of South Africa, where the manual process was performed by native Africans. Another development of world-embracing value of the research department of the Diamond Match Company was the manufacture of potash for commercial uses. It is said that no other concern has ever made a commercial success in the extraction of potash from kelp. The chemical process was discovered and worked out to perfection by W. A. Fairburn, a chemist long connected with the Barber interests, and is one of the notable practical achievements in the science of chemistry of the past century. Owing to this discovery the price of matches has not been raised since the European War shut off the old sources of potash supply. Mr. Fairburn is now president of the Diamond Match Company. Naturally, as the president of a great corporation, Mr. Fairburn originates and develops numerous impro ements in methods of manufacture and for the extension of the company's business, but he is also big enough to accept and put into active operation the suggestions of the man who first created and developed this great industry. While relieved of the burden of responsibility, Mr. Barber, as a sort of president emeritus, co-operates with the active president in solving the various perplexing problems which are encountered in the constant expansion of the company's business. Thus Mr. Barber and Mr. Fairburn perfected the modern process of match-making in which the "occupational disease," due to poisoning with phosphorus, was finally eliminated. This discovery was made public, in the interest of humanity, thus removing an aggravated cause of suffering among workers. Also, Mr. Fairburn has worked out and applied the altruistic views of Mr. Barber in the treatment of employees and the promotion of their welfare. In the words of Mr. Fairburn: "The rule in handling the workers in all the Barber concerns is that of co-operation, good-fellowship, and the development of an *esprit de corps*, rather than the method of 'scientific welfare work,' in which employees are treated rather as automatons and machines than as intelligent entities. The watchword is, therefore, 'good-fellowship,' which is realized when there is an opportunity for unfettered development, and it is often expressed in a positive, reasoning, and harmonious co-operation with others. If the creed of the good-fellowship worker cauld find expression, I think it might run something like this: 'I believe in myself, my work and my fellows. I am a part of the company, and the company is mine. I am in part responsible for its progress and its standing; it is worthy of my best thought and loyalty. My work is my channel of development, therefore the better service rendered the company, the greater my growth. It is interesting to note, in this connection, that, while the company heads have encouraged organization among its workers, there has never been a strike among them, and that, even when excellent offers have been made to many of them by large manufacturers of munitions, etc., there have been no cases of defection. The leading feature in this enlightened policy is ready recognition and reward of exceptional effort, ability, and fidelity. Thus, each worker is encouraged to do his or her best, and to gain other advantages than a mere money bonus in the development of innate powers and abilities. With the successful development of the manufacture of matches on a scale hitherto unknown, Mr.

Barber turned his attention to other lines of industry. Like so many other great men of affairs, he seemed to find his recreation in the pursuit of new enterprises. Thus, in 1889, he founded and organized the American Straw Board Company, of which he is still president. He is recognized as the potent spirit of this industry the world over. He was one of the early manufacturers of rubber products, which, as an industry, has developed to such mammoth proportions. Mr. Barber organized and managed the Diamond Rubber Company up to the time of its acquirement by the B. F. Goodrich Company. The sewer-pipe and steel-tube industry next engaged his attention, and he became a western pioneer in this line of endeavor. He founded the Sterling Company which was merged a few years ago with the Babcock and Wilcox Boiler Manufacturing Company of Barberton and Bayonne, N. J., the concern thus becoming the largest manufacturer of steel boilers in the world, working as they did under the most improved patents. For a number of years they constructed four-fifths of the product used by the United States navy. One of the biggest achievements of Mr. Barber's career, particularly from the humanitarian and economical standpoints, was the establishment, with Frederick Grinnell and others, of the General Fire Extinguisher Company. No other of the several concerns in this field of industry has equaled the results of this one. Mr. Barber is the founder and sole owner of the O. C. Barber Concrete Company, whose plant at Barberton is said to be the largest of its kind in the world. It also makes art works in concrete. Another large enterprise originated by himself is the O. C. Barber Fertilizer Company, of Barber, Va. He has also undertaken the development of large tracts of land in and about the city of Canton, Ohio, in connection with which he has organized and is operating a large plant under the name of the O. C. Barber Allied Industries Company. Some of these lands contain valuable coal, lime, and clay properties. He is the original genius and guiding spirit of the great centralization transportation system, known as the Barber Subways, at Cleveland. This is a plan which calls for the building of an underground system of subways connecting every railroad entering Cleveland, at the Lake Front, thus facilitating the handling of freight, and the establishment of the great warehouse system on the Lake Shore, where he owns large frontages. He has been the leading spirit in affairs in his own home town, Akron, for many years. He was, for many years, president of the First National Bank of Akron, and when it was consolidated with the Second National Bank under the name of the First-Second National Bank he was unanimously elected to the presidency of the combined institutions. He built the City Hospital of Akron at a cost of a quarter of a million dollars and presented it to the corporation. He has contributed generously to other important movements for the welfare of the community. In 1891 he founded and began the development of the city of Barberton, Ohio, which, under his guiding hand, has grown into an important industrial center with a population of over 20,000. Of all Mr. Barber's numerous enterprises none has come quite so near to his heart as the ideal country estate known as the "Anna Dean Farm," not far from Barberton, which he has developed not only into what is undoubtedly the model farm of the United States, but also, with his usual genius for the practical, into what promises to be a great utilitarian industry. This farm contains 3,500 acres, or nearly six square miles, in one of the most charming locations in the state. One of the natural features is a chain of beautiful lakes. Its topographical features are ideal, both for practical and recreative purposes. On the improvement of this beautiful tract, Mr. Barber has spent millions of dollars, constantly adding to it year by year, and all this wealth of natural and developed usefulness and beauty is to be left for the benefit of the general public at the owner's death. It is unquestionably the largest and most ideal venture in progressive agriculture and horticulture in the world to-day. It is Mr. Barber's purpose that it become a head center of special instruction of the highest type in these arts. Several colleges are now collaborating with Mr. Barber to combine and found on this beautiful estate a training-school in all the branches of the allied arts of agriculture and horticulture, recognizing that opportunities are here offered for instruction and practical experimentation which can be found nowhere else. The school will be a residential institution, governed by the broadest policy of improvement and opportunity for making good, and will be open to both sexes. Nearly 1,000 head of cattle, horses, and other livestock are maintained constantly on the farm, in a series of model barns and pastures. Every modern method for the improvement of breeds and rearing of stock is in operation, on a scale scarcely ever attempted before, and with results that interest even experts. There is also an extensive poultry farm, squabbery, dairy, cannery, a slaughtering house and packing department, a mill for the grinding of meals, feeds, and flour, extensive silos, and all other equipment of the most up-to-date establishments. Every by-product is also utilized in a most intelligent and systematic manner. For example, animal by-products are utilized as fertilizer, which, together with large acreage of green vegetable manuring crops, are annually plowed under, making a combination of elements that cannot be equaled in any other way, and which is producing results that are attracting the attention of experts throughout the world. The great advantage of the system thus in operation is, that it is equally adaptable to the limited means of the ordinary farmer. Several of the cows on the farm have held, or now hold, the world's record for milk production, and, as is claimed with evident truth, no herd in the world to-day can equal that of the Anna Dean Farm in production, individuality, show animals, prominence of breeding, and general values. Among the large herd of horses, most of which are bred for heavy drafting, is the great Belgian sire "Jupiter Chief," now (1917) about six years old, who, like many of his colts, has won numerous prizes and medals throughout the United States. A force of 300 men is kept constantly at work in all departments of the Anna Dean Farm. As a man of large affairs, all his life, Mr. Barber has of late years become a thinker for the

people at large, and his recent pamphlets on various public questions have attracted national attention. Always fearless in his convictions, he has not hesitated to use strong words in his criticisms of public men and measures, and yet always there beats the sound heart of a true patriot and broad-minded friend of humanity. Shortly after the outbreak of the European War, he issued a carefully prepared personal document entitled, "Rational Preparedness," which exhibited wide and accurate knowledge of national affairs, and while sounding a true note of warning, took up, one by one, the problems of defense involved by land and sea, and pointed their solution with rare sagacity and knowledge. With a record of achievements which can modestly be called great, Mr. Barber, now in his seventy-seventh year, is still a man of large affairs—an organizer, builder, and doer of large things. His physical strength is equal to his courage, and both to his ambition, and it is the beautiful wish of a very large and united community that his long, useful, and unselfish life may be prolonged to see the fullest realization of his splendid vision. Mr. Barber has married twice; first in 1866, Laura L. Brown, of Akron (deceased), by whom he had one daughter, who is Mrs. Arthur Dean Bevan, of Chicago, and second Mary Orr, daughter of R. W. Orr, of Akron.

COCHRANE, Alexander, manufacturer and capitalist, b. in Bar Head, Scotland, 12 May, 1840, son of Alexander and Margaret (Rae) Cochrane, and a descendant of Archibald Douglas, fifth Earl of Angus, known in Scotch history as "Bell the Cat." He also traces his descent from King Robert Bruce, a leading figure in the history of Scotland. Mr. Cochrane's father, Alexander Cochrane, emigrated to this country in 1847, settling at first in Lodi, N. J. Later he removed to Billerica, Mass., where he engaged in the manufacture of chemicals. Alexander Cochrane, Jr., was educated in the public and private schools of Billerica and Lowell, and at the age of eighteen was employed in his father's factory. He soon acquired a practical understanding of the business and, in 1859, when his father erected a chemical factory of his own in Malden, Mass., his sons, Alexander, Jr., and Hugh Cochrane, were admitted as partners in the firm. The business was successful from the start, and in 1883 it was incorporated as the Cochrane Chemical Company, with a capitalization of $350,000, and Alexander Cochrane as its president. A few years later the increase of the company's business made necessary its removal to Everett, Mass. Mr. Cochrane is a capable and efficient executive officer, and to his intelligence and good judgment may be attributed the prominent position held by the company in the chemical trade. His compelling enthusiasm and indomitable energy, combined with his originality of conception, secure the unflagging devotion of those about him. He has extensive commercial and industrial interests, and is a director in the American Bell Telephone Company, American Telephone and Telegraph Company, New York, New Haven and Hartford Railroad Company, the Boston and Maine Railroad Company, New England Navigation Company, Maine Central Railroad Company, director and vice-president New England Trust Company, trustee of the Massachusetts Electric Companies and president of the board of trustees of the Peter Bent Brigham Hospital. He was formerly a director in the Boston and Lowell Railroad Company and the Chicago, Burlington and Northern Railroad Company. Mr. Cochrane is a member of the Country Club, Brookline; the Somerset, Thursday Evening, and Union Clubs of Boston; the Restigouche Salmon and Long Point Shooting Clubs of Canada; and the Canaveral Club of Florida. In March, 1869, he married Mary Lynde Sullivan, of Malden, Mass., and they have seven children: Alexander L., Charlotte B., Hester S., F. Douglas, Marjorie C., James S., and Ethel Cochrane.

GREENE, Charles Lyman, physician, b. in Gray, Me., 21 Sept., 1862, son of William Warren and Elizabeth (Lawrence) Greene. His father, a native of North Waterford, Me., was a surgeon of wide reputation, and professor in surgery at the University of Michigan, the Berkshire Medical College, Long Island Hospital College, and Bowdoin College. He was remarkable for his surgical daring and resource, and for his unusual dexterity and rapidity in operating, having been the first to operate successfully for goiter, then better known as "bronchocele." Charles L. Greene was educated in the public schools of Portland, Me., and for two years in a private academy. He entered the University of Michigan in 1881, but was unable to complete the first year because of his father's unexpected death at the comparatively early age of fifty years, and the financial stress which followed. Later, however, he entered upon the study of medicine at the University of Minnesota, where he was graduated M.D. in 1890. He then pursued a course of graduate study abroad and in 1890-91 was *externe* at Great Ormund Street Hospital, London; served in the same capacity at Johns Hopkins University in 1893; and at Harvard University during the years 1894, 1895, and 1897. The year 1902 he spent in London and Paris, and in 1906 was in Heidelberg, Germany. In 1889-90, while attending the University of Minnesota, he was appointed house physician of the City and County Hospital at St. Paul; was first assistant city and county physician in 1891-92; became instructor in applied anatomy at the University of Minnesota in 1891, and was appointed clinical professor of physical diagnosis in 1897. In 1903 he was made professor of theory of practice of medicine and chief of the department, a position which he filled with honor until his resignation in June, 1915. From 1892 to 1904 he was also medical director of the Minnesota Life Insurance Company. Dr. Greene is widely known as a learned and successful physician and surgeon, and is prominent in all movements for promoting the public health. He is the author of several authoritative books, including his "Medical Diagnosis," of which the fourth edition has been issued; of "Medical Examinations for Life Insurance and Its Associated Clinical Methods," a valuable treatise, now in its second edition, which is the result of many years' experience as medical examiner for life insurance companies,

Geo. G. McMurtry

member. He is an honorary member in Francisco, Los Angeles and the ectural Clubs; of the Na- Arts and Letters; of the

Society

, jurist, b. in 1843; d. at Colo- , 1911, son of Fran-

and Mary Ann (Atkins) Jen- was an infant his this country. He was educated in Connecticut, though there age in the year 1642. ineer newspaper editor , being first presi- ress Association and editor and publisher of rward the Ann Arbor) also a member of the County, Wis., and although an elementary school training was all that he was able to acquire in youth, his keen mind and habits of study and ob-

At the outbreak of the

man and county judge. He was also torney during five terms; U. S. district ey for Wyoming one year, and a mem- ress for fourteen years, from 1887 . During this period he served with as a member of several important com- In 1910 he was made justice of the reme Court of Porto Rico, but his career terminated by his death after one year ervice. Judge Jenkins was a man of lofty ls, high principles and accurate judgment, commanded confidence and respect. He thirty-second degree Mason and a mem-

is vice-president one two years. He rep- rnment and the Ameri- s at Rome and addresses before In November of

on 19 Nov., 1868, he married Esther Thompson, of Oconomowoc, Wis.

McMURTRY, George Grason, manufacturer, Atlantic City, N. J., [illegible] son of Thomas and Agnes [illegible]. He belonged to a distinguished Ulster family of Scottish origin, whose ancestors had come over to Ireland during the reign of James I., when the British government sought to leaven the spirit of Irish resistance by establishing the "Ulster Plantation," a colony of loyal Scots. Mr. McMurtry's father, Thomas McMurtry, was

and of numerous monographs and contributions to medical journals. He is a member of the Minnesota State Board of Health, Association of American Physicians, American Medical Association, American Association for the Advancement of Science, American Geographical Society, Minnesota Academy, and other medical and scientific societies; also of the Town and Country Club, Minnesota Club, White Bear Yacht Club; Country Life, Golf, Auto, and Minneapolis Clubs; is also of the Authors' Club, the American Universities Club, and the Royal Universities Club of London. He married 6 Oct., 1886, Jessie Rice, daughter of the late Justus B. Rice, of St. Paul, Minn. Their children are: Jessie Rice Greene, who married Frederick Ritzinger, and Dorothy Lawrence Greene.

POND, Irving Kane, architect, b. in Ann Arbor, Mich., 1 May, 1857, son of Elihu Bartlit and Mary Barlow (Allen) Pond. His earliest American ancestor, Samuel Pond, came from England and settled in Connecticut, at a date not definitely known, though there is a record of his marriage in the year 1642. His father was a pioneer newspaper editor and publisher in Michigan, being first president of the Michigan Press Association and for twenty-five years editor and publisher of the Michigan (afterward the Ann Arbor) "Argus." He was also a member of the Michigan senate and for two years warden of the State prison. Irving K. Pond was educated in the public schools of Ann Arbor and in the University of Michigan, where he was graduated in 1879 with the degree of C.E. In the same year he went to Chicago, where he spent a few years in the office of a prominent architect. After this he traveled abroad, to finish his architectural studies by means of actual observation. In 1886 he entered into partnership with his brother, Allen Bartlit Pond. Together they have designed numerous buildings, private, institutional, and public, among the latter being the Federal Building at Kankakee, Ill. They also built Hull House, in Chicago, for Miss Jane Addams; the Chicago Commons, for Dr. Graham Taylor, and numerous other settlement houses, being themselves interested in social and political betterment movements. They are also the architects for the new Michigan Union, the college home of the students and alumni of the University of Michigan. Mr. Pond has met the problems of his social and professional life with a force and determination of character which have not alone enabled him to win his way to success, but have earned for him the commendation of his fellow citizens and practitioners. He has served on the board of directors of the American Institute of Architects, six years; was its vice-president one year, and president for two years. He represented the U. S. government and the American Institute of Architects at the International Congress of Architects at Rome and Venice, in 1911, delivering addresses before the congress in both cities. In November of the same year he also appeared before the Royal Institute of British Architects. The honorary degree of A.M. was conferred on him by the University of Michigan in 1911. Mr. Pond was one of the founders of the Chicago Architectural Club, of which he is now an honorary member. He is an honorary member of the San Francisco, Los Angeles and the South Bend Architectural Clubs; of the National Institute of Arts and Letters; of the Little Room (a founder); of the Cliff Dwellers (a founder); of the Chicago Literary Club, and of the City and University Clubs of Chicago. He was president of the Illinois Society of Architects. In recent years he has contributed liberally to the architectural journals and has reviewed many books dealing with the subject for the Chicago "Dial" and other literary papers.

JENKINS, John James, jurist, b. in Weymouth, England, 20 Aug. 1843; d. at Chippewa Falls, Wis., 10 June, 1911, son of Francis K. and Mary Ann (Atkins) Jenkins. When he was an infant his parents emigrated to this country. He was educated in the public schools of Sauk County, Wis., and although an elementary school training was all that he was able to acquire in youth, his keen mind and habits of study and observation enabled him to acquire a broad culture. At the outbreak of the Civil War, he enlisted in the Federal army, and was mustered out after four years of service. He then entered upon the study of law, and a few years later began his professional career in Sauk County, Wis., where he rapidly built up an extensive practice. In 1867 he was appointed clerk of the circuit court of Sauk County, and after serving three years, resigned his position to go to Chippewa Falls, Wis., where he was assemblyman and county judge. He was also city attorney during five terms; U. S. district attorney for Wyoming one year, and a member of Congress for fourteen years, from 1887 to 1910. During this period he served with credit as a member of several important committees. In 1910 he was made justice of the Supreme Court of Porto Rico, but his career was terminated by his death after one year of service. Judge Jenkins was a man of lofty ideals, high principles and accurate judgment, which commanded confidence and respect. He was a thirty-second degree Mason and a member of several fraternal and social organizations. On 15 Nov., 1868, he married Esther M. Thompson, of Oconomowoc, Wis.

McMURTRY, George Gibson, manufacturer, b. near Belfast, Ireland, 28 May, 1838; d. in Atlantic City, N. J., 5 Aug., 1915, son of Thomas and Agnes (Gibson) McMurtry. He belonged to a distinguished Ulster family of Scottish origin, whose ancestors had come over to Ireland during the reign of James I., when the British government sought to leaven the spirit of Irish rebellion by establishing the "Ulster Plantation," a colony of loyal Scots. Mr. McMurtry's father, Thomas McMurtry, was

a prominent merchant of Belfast, who married the daughter of a manufacturer in the linen industry, on which is based the industrial importance of the city. Both his parents died while Mr. McMurtry was still a mere child and he came under the care of an uncle, who farmed an estate near the city. Here he acquired his early education, but the boy's superabundant energy, combined with a boyish thirst for adventure, created in him a restless desire to obtain a broader view of the world than could be attained from a small Irish village. Recognizing a quality in the boy which needed intelligent guidance rather than suppression, his uncle finally consented to his departure for America, whither an elder brother had already gone some years previously. Being provided with the means to travel, young McMurtry finally sailed and eventually reached Detroit, Mich., where he joined his brother. Then began a somewhat varied business career. As with all ambitious young men he resisted the temptation to settle in the first groove in which he established himself and constantly sought new opportunities. This tendency brought him to Chicago, where he found employment in the office of Jones and Laughlin. Another change brought him to Pittsburgh, where he was in the service of James Wood and Company for a while. Then, for a while, he was in independent business with a partner, William Charles, under the firm name of Charles and McMurtry, manufacturing nuts and bolts. Again he entered the service of Jones and Laughlin, now known in the steel industry as the Jones and Laughlin Steel Company. Then came the outbreak of the Civil War, and abandoning his business connections, Mr. McMurtry responded to the call of the President for volunteers by enlisting in Knapp's Pennsylvania Battery, in which he served throughout the four years' duration of hostilities. After being mustered out of service he returned to Pittsburgh and resumed his business career. He became connected with the Volta Iron Company, Ltd., in Apollo, Pa., from which emerged, at a later date, the Volta Galvanizing Works and which bought black sheets from the parent organization and galvanized them. In 1885 Mr. McMurtry began his first independent business operations by organizing the Apollo Iron and Steel Company, which acquired the puddling mill and sheet plant of the Volta Iron Works, in Apollo, and also built two fifteen-ton open-hearth furnaces, for the purpose of manufacturing black sheet steel. From the beginning the enterprise developed with almost phenomenal success, until to-day it is the largest single sheet mill in the country and the model plant of its kind under the control of the United States Steel Corporation. On this business success alone Mr. McMurtry's name looms up big not only in the steel industry, but in the industrial development of the whole country. He was, during his active career, reckoned as one of the big figures of that small group of men which established the industrial independence of the United States from the European nations of cheap labor. In the economic history of our country, which has yet to be written, Mr. McMurtry's name must necessarily run through more than one chapter. But aside from this his personality is closely associated with a more human phase of the steel industry than the mere development of giant manufacturing plants. While he may not have solved, at least he did clearly point to a solution of, the eternal problem of the relationship between capital and labor. History must write him down as one who struggled with this problem; as one who refused to ignore the human element in the development of a nation's industries. During the early years of his management of the Apollo Iron and Steel Company, Mr. McMurtry came into very close contact with the labor problem. Regarding intemperance as the cause of much misery among the working people, as well as of inefficiency in the work performed, he endeavored to eliminate this evil. In this endeavor he found the whole forces of the labor unions arrayed against him. Strikes and other forms of friction followed and caused endless trouble. Mr. McMurtry saw no immediate solution. He then made an extended tour of the great European industrial centers, that he might study the labor problem in various fields, under varying conditions. The Krupp Works in Germany probably suggested to him the idea of a separate community; at any rate, he determined to experiment in this idea, applying certain improvements of his own conception. He therefore reorganized the Apollo Iron and Steel Company and built a new plant a few miles below Apollo, on the Kiskiminetas River, on a tract of farm land comprising some 640 acres. About this new plant he caused to be built, in the middle nineties, a small city of model homes, entirely given up to the employees of the mills, naming the community Vandergrift, after his partner and great friend, Capt. J. J. Vandergrift. A detailed description of the new community was published in the "Iron Age" (21 Nov., 1901), just six years after it was founded. It constitutes one of the most remarkable and original experiments in the adjustment of the interests of labor with those of capital ever attempted in this country. For years the success of this experiment was of even importance to him with the interests of the business side of the Apollo Company itself. Eventually he proved conclusively that these two interests, those of the workers and those of the stockholders of the company, were mutual. Supported by the community spirit which he gradually developed among the employee-inhabitants of the city, he devoted his energy to making of it a model community. School buildings, libraries, churches, water supply, sewer system, lighting plant, sanitation, well-paved streets; these were all instituted on a model basis. The liquor traffic was completely eliminated, and the people found that that was good. Poverty disappeared before prosperity; content took the place of misery, and families who had known the bitterness of want found themselves gradually possessed of the luxuries of life. The keen pleasure which he found in this creative work finally culminated in an incident which gave him the full realization that his effort had been successful. When the American Sheet Steel Company was formed, in 1900, with Mr. McMurtry as president, then later merged into the American Sheet and Tin Plate Company, a subsidiary of the United States Steel Corporation, Mr. McMurtry felt justified

M J Owens

They had four
(d. 25 Nov., 1914);
T.; and Edward P.

Hans, [illegible] to Hoffnungs-
[illegible] d. in
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newly founded [illegible]
in 1867 director of the [illegible]
and in the same year [illegible] a musical
[illegible] In [illegible] he directed
[illegible] in this
[illegible]

[illegible] of Musical Art, in which his son
[illegible] and his daughter Annie were teach-
[illegible] He conducted the great Saengerfest, in
[illegible], with a chorus of 2,200, a
[illegible] 1,200, and an orchestra of
[illegible]

in retiring and taking up his residence in New York City. Shortly after this event he paid a casual visit to the city of his making, Vandergrift. Through a friendly ruse on the part of a committee hastily elected by the inhabitants, his stay was prolonged for a day, and then he suddenly found himself faced by a popular demonstration on the part of the entire population, including in its program the presentation to him by the people of a magnificent punch bowl, or loving cup, as some of the newspaper reports of the proceedings more elegantly described it. In words stumbling over genuine emotion, the spokesman of the committee making the presentation speech, a roller in one of the mills, reviewed the history of the community, then, after describing the ideal conditions existing, added: "The conditions in Vandergrift to-day are due largely to keeping the hearts of the working people above the bags of gold. When this policy becomes more universal much will have been done to solve the problems of the industrial world . . . there is no mortal man dearer to the hearts of these sturdy steel workers than is their friend, president, and benefactor, George G. McMurtry." To this expression of sentiment the assembled inhabitants responded with an almost turbulent demonstration of enthusiasm. Deeply moved by the scene, Mr. McMurtry responded by immediately making every church in the community a present of a pipe organ. The punch bowl itself, a work of art from the studios of the famous Tiffany company in New York, was described as "a massive piece of fine repousse and modeled work, about sixteen inches in height, eighteen in diameter, and with a capacity of twenty quarts. The outside of the bowl is richly ornamented with medallions, on which are engraved various progressive scenes from the history of the community and a portrait of Mr. McMurtry." From his works may be judged the character of a man; Mr. McMurtry was possessed of that broader vision which enables men to see into future epochs of a country's history. Of these there are the theoretical idealists, who reproduce their visions in the pages of printed books, and the practical men who adapt themselves to the laws of evolution and work together with them, creating and developing the material evidences of the new age. Of the latter was George G. McMurtry. He builded, and he builded so well that what he created stands to-day as one of the permanent institutions of the civilization which he so clearly foresaw a generation ago. Many of his contemporaries possessed these qualities also, but not all of them were possessed of that human sympathy which caused him to attempt to alleviate that suffering which is naturally involved in the series of changes constituting progress. Mr. McMurtry also devoted his energies to other enterprises outside of steel and iron; he was a director of the Chicago, Rock Island and Pacific Railway, the American Can Company, the Rock Island Trust Company, and the Pittsburgh Trust Company. He was a member of the American Iron and Steel Institute, the British Iron and Steel Institute, and of many leading clubs, among them the Metropolitan Club of New York City. On 7 June, 1870, Mr. McMurtry married Clara Lothrop, daughter of Mr. and Mrs. Sylvanus Lothrop, of Pittsburgh, Pa. They had four children: Charles Wood (d. 25 Nov., 1914); George G., Jr.; Alden L.; and Edward P. McMurtry.

BALATKA, Hans, musician, b. in Hoffnungsthal, Moravia, Austria, 5 March, 1836; d. in Chicago, Ill., 17 April, 1899. His parents were noted musicians. He studied law at Olmütz, and after finishing the course was engaged as tutor by a wealthy family in Vienna. While there he perfected his knowledge of harmony and composition under Proch and Sechter. He began his musical career as conductor for singing societies. In 1849 he started for America, settling in Milwaukee, Wis., where he founded the famous Musical Verein of Milwaukee, in 1851. He produced several oratorios and operas, and conducted musical festivals in Cleveland, Cincinnati, Detroit, Chicago, and Pittsburgh. In 1860 he became leader of the newly founded Philharmonic Society of Chicago, in 1867 director of the Germania Männerchor, and in the same year conducted a musical festival in Indianapolis. In 1868 he directed a musical festival at Chicago, which was pronounced the greatest that had been held in this country up to that time. He organized the Liederkranz Society in 1873, and later the Mozart Club and the Chicago Musical Verein. He was also director to the Arion des Western Musical Society and in 1879 he founded the Balatka Academy of Musical Art, in which his son Christian and his daughter Annie were teachers. He conducted the great Saengerfest in Chicago, with a chorus of 2,200, a mixed chorus of 1,200, and an orchestra of 150. Balatka's compositions, though few in number, reveal fine artistic taste and technical skill. Besides his addition of a suitable climax to Chopin's "Funeral March," in place of its abrupt ending, he composed a grand aria for soprano with accompaniment, a piano quartette, a sonata, and several songs. He was the author of "A Condensed History of Music" (1888); "A History of Orchestra Music in Chicago," and contributed musical articles regularly to the Chicago "Daheim."

OWENS, Michael Joseph, inventor and manufacturer, b. in Mason County Va. (now West Virginia), 1 Jan., 1859, son of John and Mary (Chapman) Owens. His parents were natives of County Wexford, Ireland, and came to this country in the early forties of the last century. While a mere boy, Mr. Owens secured employment in the glass factory of the Hobbs, Brockuenier Company, of Wheeling, W. Va. Being quick of perception he soon became one of the most proficient glass workers employed at the factory. In 1882, due to his progressiveness, he assisted in the organization of the Union Flint Glass Company, at Martins Ferry, Ohio. Six years later he was offered an advanced position with the Libbey Glass Company, in Toledo, Ohio. Here he enjoyed a wider scope to display his abilities and his capacity was promptly recognized by the company, and within three months' time he was promoted to the position of managing the glass-working department. The confidence of the company in his ability may be judged from the fact that when it became an exhibitor at the World's Columbian Exposition in Chicago in 1893, and established there a model glass factory, Mr. Owens was placed in charge of the

works. In 1895 Mr. Owens with Edward D. Libbey organized the Toledo Glass Company, for the purpose of manufacturing glass tumblers, gas globes, lamp chimneys, etc., by means of a special machine which he had invented and patented. The United States rights were sold to the Macbeth-Evans Glass Company of Pittsburgh, Pa., and the Canadian rights sold to the Dominion Glass Company, of Montreal, Quebec. The greatest achievement of Mr. Owens' was his invention of the Automatic Bottle Machine, which bears his name. This

mechanical marvel has revolutionized the bottle-making industry. The importance of this wonderful machine is shown by the results: in 1908 there were produced in the United States by the Owens machine a total of 105,000,000 bottles, while in 1916, with the use of the Owens Automatic Bottle Machine, 1,565,000,000 bottles were produced in the same territory. Mr. Owens is not only responsible for the improvements in the machines, but is also effective in the management and development of this important industry. He is vice-president and general manager of the Owens Bottle Machine Company, and the Libbey-Owens Sheet Glass Company of Toledo, Ohio. He superintended the erection of the bottle factory at Trafford Park, near Manchester, England, and demonstrated its success abroad, and later conducted negotiations with Continental European Syndicate for the right to introduce and operate the machine in foreign countries, and he sold the Trafford Park factory and the foreign rights to a Continental European syndicate for 12,000,000 marks, and the machines are now operated in Germany, England, Scotland, Ireland, Mexico, and Cuba, under syndicate management, and they have arranged to place the machine in operation in South America and Japan. The inventive genius of Mr. Owens has also greatly expanded the cut glassware industry, by which means cut glassware has been placed within the reach of the great middle class, or families of modest incomes. It is no longer confined to the means of the wealthy. Previous to 1902 all glass blanks produced for rich cut glassware were made by hand. It was in that year that Mr. Owens perfected his mechanism for the manufacture of cut glass. By this method the pattern is molded instead of being cut by hand, thus saving the enormous expense as well as time consumed in production by the old method, and, at the same time, retaining its artistic beauty. Mr. Owens interested H. C. Fry in this modern process, resulting in the organization of the H. C. Fry Glass Company, Rochester, Pa., now a very prominent concern in the glass business. Mr. Owens served as a director in this company for several years. Early in the year of 1915, The Franklin Institute of the State of Pennsylvania for the promotion of mechanic arts, without solicitation, instituted an investigation into the merits of the Owens Automatic Bottle Machine. In its report, No. 2633, dated at Philadelphia, Pa., 5 May, 1915, after a detailed description of the machine, including its construction and operation, the committee concludes its report as follows: "Besides his patents on bottle-making machines, Mr. Owens holds patents on a glass tank and also on a leer, which latter he has made in a continuous tank form to correspond with the continuous operation of the bottle machine and to be connected to it, the whole forming a continuous bottle-making and annealing means. The inventor appears to be solely responsible for the development of the entirely automatic bottle-making machine. All others on the market are semi-automatic machines, based on the principle of the Arbogast invention. As indicated, these semi-automatic machines require the glass to be gathered by hand. One fifteen unit Owens machine, making 250 gross of bottles per twelve hours, can be operated by one unskilled man, but to produce the same amount of ware with the semi-automatic machine requires at least eight machines and forty men, eight of whom must be skilled workmen. These semi-automatic machines would, however, produce this quantity of ware in nine hours, which is the usual shift on such machines. In 1914 annual report of the Owens Bottle Machine Company, it is stated that the aggregate yearly capacity of the Owens machines at that time operating in the United States was approximately 9,000,000 gross of bottles, while in the previous report the capacity of all the machines in operation was given as one-third of the estimated production of bottles in this country. It is claimed that, since its commercial introduction in 1908, the Owens machine has brought about a reduction in price of the ware it makes of 16 per cent. The inventor has devoted many years of effort to the development of the bottle-making machine. He has succeeded in producing an entirely automatic machine, which effects a great saving in labor which, moreover, does not require any skilled labor to operate it, thereby lessening the cost of its product. In consideration of its novelty and utility, the institute awards the Elliott Cresson Medal to Michael J. Owens, of Toledo, Ohio, for his Automatic Bottle Machine." [Facsimile of the obverse and reverse sides of the medal are shown herein.] Unlike most men of inventive genius, Mr. Owens is by no means a dreamer; he is possessed of keen business judgment, a fiery energy which knows no fatigue until the end of a certain task has been accomplished, and the will power to carry out his purposes. He is a member of the Toledo Club, the Inverness Club, of Toledo, Ohio, and devotes a great deal of his leisure to playing golf. In 1889 Mr. Owens married Mary E. McKelvey, of Bellaire, Ohio. They have two children: Mrs. A. R. Beesch and John Raymond Owens.

ADLER, Cyrus, educator, b. in Van Buren, Ark., 13 Sept., 1863, son of Samuel and Sarah (Sulzberger) Adler. He was graduated at the University of Pennsylvania in 1883 and then entered Johns Hopkins, where he was successively a fellow, instructor, and associate

R. T. Lincoln

in Semitic languages, receiving in 1878 the degree of Ph.D. in course. In 1888 he became honorary assistant curator of oriental antiquities in the National museum and arranged the collections there. As special commissioner for the World's Columbian Exposition, Chicago, in 1890-92, he visited Egypt, Turkey, and Morocco. He was made librarian of the Smithsonian Institution in the latter year, and in 1905 became assistant secretary, serving until 1908. He was curator of historic archeology and historic religions at the U. S. National museum from 1889 to 1908, and since September of that year has been president of Dropsie College for Hebrew and cognate learning, Philadelphia. Dr. Adler has contributed many papers to the journals of learned societies, among these being "Progress of Oriental Science in America During 1888"; "The Shofar: Its Use and Origin"; and with Allen Ramsay wrote "Told in the Coffee House—a Book of Turkish Tales" (1898). He is one of the editors of the "Jewish Encyclopedia," the "American Jewish Year Book," and the "Jefferson Bible." Dr. Adler is president of the American Jewish Historical Society; member of the American Oriental Society, American Philosophical Society, Washington Academy of Sciences; and was president of the board of directors of the Jewish Theological Seminary of America (1902-05). He was married in September, 1905, to Racie Friedenwald, of Philadelphia. They have no children.

GILLIE, John, mining engineer, b. in Ottawa, Canada, 25 Sept., 1858, son of James M. and Mary Jane (Shannon) Gillie. His grandfather, Robert Gillie, came to Canada from Scotland in 1844, settling in Grenville, Canada. He was educated in the public schools of Ottawa, and entered the University of Ottawa where he was graduated with the degree of civil and mining engineer in 1878. In the following year he was engaged on construction work along the Detroit, Lansing and Northern Railroad, west of Big Rapids, Mich. In order to gain a more thorough and practical knowledge of mining he went to Montana in April, 1880, where he was employed in the quartz mines and mills until August, 1881. Finding this practice so advantageous, he moved to Philipsburg, Mont., and later to Butte, Mont., where he was employed as assistant engineer in the office of Ringeling and Kellogg. He continued with this firm until 1884, when he opened an office for the general practice of civil and mining engineering. In 1900 he was appointed manager of the Butte and Boston Consolidated Manufacturing Company, and in the following year was chosen general superintendent of mines for the Amalgamated Copper Company. The position and influence which he now enjoys were obtained by his own exertions, as was also the competency he now possesses. Mr. Gillie is a member of the American Institute of Mining Engineers, Montana Society of Engineers, Silver Bow Club, Country Club, and other scientific and social organizations. On 19 Jan., 1887, he married Nettie Emerson, of Butte, Mont., and they have two children.

John Gillie

LINCOLN, Rufus Pratt, soldier and surgeon, b. in Belchertown, Mass., 27 April, 1841; d. in New York City, 27 Nov., 1900, son of Rufus S. and Lydia (Baggs) Lincoln. He was directly descended from Thomas Lincoln, who came to this country from England in 1635 and settled in Hingham, Mass., later removing to Taunton, Mass. Dr. Lincoln's early education was acquired at Williston Seminary, in Easthampton, Mass., and at the Phillips Academy, in Exeter. He then entered Amherst College, from which he graduated in July, 1862. It was his intention to study for the medical profession, but the War of the Rebellion was then at its height and the Union sadly in need of men. Young Lincoln decided to enlist in the cause of the country and was immediately given a commission as second lieutenant in the Thirty-seventh Regiment of Massachusetts Volunteers. In less than two months he had risen to the command of his company as captain. In December he had arrived at the front and saw his first fighting at the battle of Fredericksburg. From then on until the end of the war he experienced a great deal of active service. He fought in the Mud campaign, at the battles of Salem Heights, Gettysburg, Funkstown, Rappahannock Station, Mine Run, the Wilderness, Spottsylvania, Opequan, Fisher's Hill, Cedar Creek, Hatcher's Run, Dabney's Mills, Forts Steadman and Wadsworth, and the assault on Petersburg. In July, 1864, he had been raised to the rank of major and on 19 Oct., 1864, he was brevetted lieutenant-colonel for "distinguished gallantry during the present campaign before Richmond and for meritorious services at the battle of Cedar Creek, Virginia." In June, 1865, he was transferred as lieutenant-colonel to the Twentieth Massachusetts Volunteers, which regiment was expected to be ordered to Mexico as part of the army which was to be employed in expelling Maximilian from the American continent. He served as assistant inspector-general of the First Division of the Sixth Army Corps, on the staff of Gen. David A. Russell, and Gen. Frank Wheaton from August, 1864, until the end of the war. He was slightly wounded in the battle of the Wilderness and very severely wounded twelve days later, 12 May, 1864, at "the Angle." After being mustered out, at the conclusion of the war, Mr. Lincoln resumed his studies, spending one year in the College of Physicians and Surgeons in New York and two years in the Harvard Medical School, in Boston, from which he received his M.D. degree in 1868. Then followed a term of general practice, later becoming associated with Dr. Willard Parker. Gradually he began to specialize in diseases of the throat, lungs, and nose and as such made his way to the front rank of the medical profession, not only in this country, but internationally. When Emperor Frederick, of Ger-

many became afflicted with cancer of the throat Dr. Lincoln was requested to attend a consultation over the imperial patient. He was one of the most progressive members of the profession, ever looking forward to taking advantage of every discovery that science had to offer for the relief of physical suffering. Dr. Lincoln was one of the first to apply electric cautery to operations on the throat; it was by this method that he removed a large tumor from the throat of Gen. Judson Kilpatrick. In his operations he showed himself possessed of remarkable manual dexterity, working with a dispatch and decision that excited the admiration even of his senior colleagues. His great success, however, was due to his scientific attitude of mind, his ability to grapple with and overcome the complex problems of modern surgery. While many young surgeons allow themselves to crystallize on having attained a certain degree of efficiency and knowledge, Dr. Lincoln was never content to pause at any point, but continued ever onward in the pursuit of further knowledge and experience. So high was his professional ideal that he never attained it, as, indeed, no man can who seeks perfection. As an independent investigator in medical science he was able to add a great deal to the scientific knowledge of the profession, the results of his researches forming the subject matter of a great many works which he wrote and had published, some of which are still regarded as authoritative in a field of knowledge which has perhaps progressed more rapidly than any other department of science. How Dr. Lincoln was regarded as a soldier and a man is perhaps best shown through the following resolutions, passed by the New York Commandery of the Military Order of the Loyal Legion of the United States, on the occasion of his death: "Resolved, that in the death of our companion, the late Brevet-Colonel Rufus P. Lincoln, this Commandery has lost from its membership a gentleman of rare gifts and great accomplishments. He was ever a chivalrous gentleman; and during the War of the Rebellion a brave soldier, and upon the return of peace by his talents and industry succeeded in reaching the front rank of the profession of medicine and surgery in the metropolitan city of New York. No physician ever fought harder battles against disease than he has done, when struggling with pneumonia or consumption in behalf of those who have been his patients. Few men have met with so large a measure of success in such encounters. Through the guidance of a merciful Providence he was the means of prolonging many lives and relieved much suffering. By his death the state loses a patriotic citizen; science mourns for a gifted son and the circle of his acquaintances misses a valued friend and a wise counselor." Dr. Lincoln was the author of the following works: "Laryngeal Phthisis" (1875); "Selected Cases of Disease in the Nasal and Post-Nasal Regions. Treated with the Galvano Cautery" (1876); "Naso-Pharyngeal Polypi" (1879); "On the Treatment of Naso Pharyngeal Fibromata" (1883); "A Case of Melano-Sarcoma of the Nose" (1885); "The Surgical Use of Electricity in the Upper Air Passages" (1886); "Recurrent Naso-Pharyngeal Tumor, Cured by Electrolysis" (1887); "Report of the Evulsion of a Laryngeal Tumor Which Has Returned Twenty-Two Years After Its Removal by Laryngotomy (1890); "The Use of Pyoctanin and Antiseptic in Diseases of the Upper Air Passages" (1891); "The Exanthemata in the Upper Air Passages" (1897); and "Oro-Pharyngeal Mycosis" (1898). He was a member of many scientific societies, among them being the Massachusetts Medical Society, the New York County Medical Society, the New York Academy of Medicine, the New York Pathological Society, the American Medical Association, the American Academy of Medicine, the American Laryngeological Association, the American Climatological Association, the Harvard Medical Society, and various others. He was also a member of the Loyal Legion, the University Club, the Arts Club of New York, and the New England Society. After the death of Dr. Lincoln his widow made a gift of $100,000 for the foundation of a professorship in science at Amherst University, the letter from Mrs. Lincoln suggesting "that the professorship receiving said salary shall be known and designated in the proper records and publications of the college as the Rufus Tyler Lincoln Professorship, the gift of his father and mother to the memory of Rufus Tyler Lincoln, a brilliant student, a loved companion and always an affectionate son. Died July 15, 1890, aged sixteen years." This gift was accepted by the board of trustees of the college. On 20 Aug., 1869, Dr. Lincoln married Caroline Carpenter, daughter of Wellington H. Tyler, of New York City. They had three children: Rufus Tyler, in whose memory the gift to Amherst College was made, and Carrie Anna and Helen Lincoln.

BORDEN, Gail, inventor and manufacturer, was b. in Norwich, N. Y., 6 Nov., 1801; d. at Borden, Texas, 11 Jan., 1874, son of Gail (1777-1863) and Philadelphia (Wheeler) Borden. His first American ancestor, Richard Borden, emigrated from Wales, England, in 1636, settling in Boston. He shortly afterward removed to Portsmouth, and then to Rhode Island, where he lived during the remainder of his life, achieving prominence and frequently filling important public positions. The Bordens are of Norman-French origin, and their ancestors of the early centuries were conspicuous in the history of England. The leading authority in England, Hasted's Notices of the Churches of Kent," says: "When Julius Cæsar invaded England he cut a road through the woodlands of Kent from the place where he landed on the English Channel to a camp which he established at or near the place where London now stands. This road passed through the parish of Borden and the village of Borden [thirty-nine miles from London] was built beside it." In December, 1814, Gail Borden's parents removed their family, which included his brothers Thomas H., Paschal P., and John P. and his sister, Esther, from New York to the vicinity of Cincinnati, Ohio, where they remained about a year. While there young Gail assisted in laying out Covington, Ky., at that time a farm upon which were only two houses and a barn, and cultivated corn on the site now occupied by the City Hall of Covington. In 1816 the family removed to Jefferson County, Indiana, which was still a territory, and just beginning to be settled. Gail Borden

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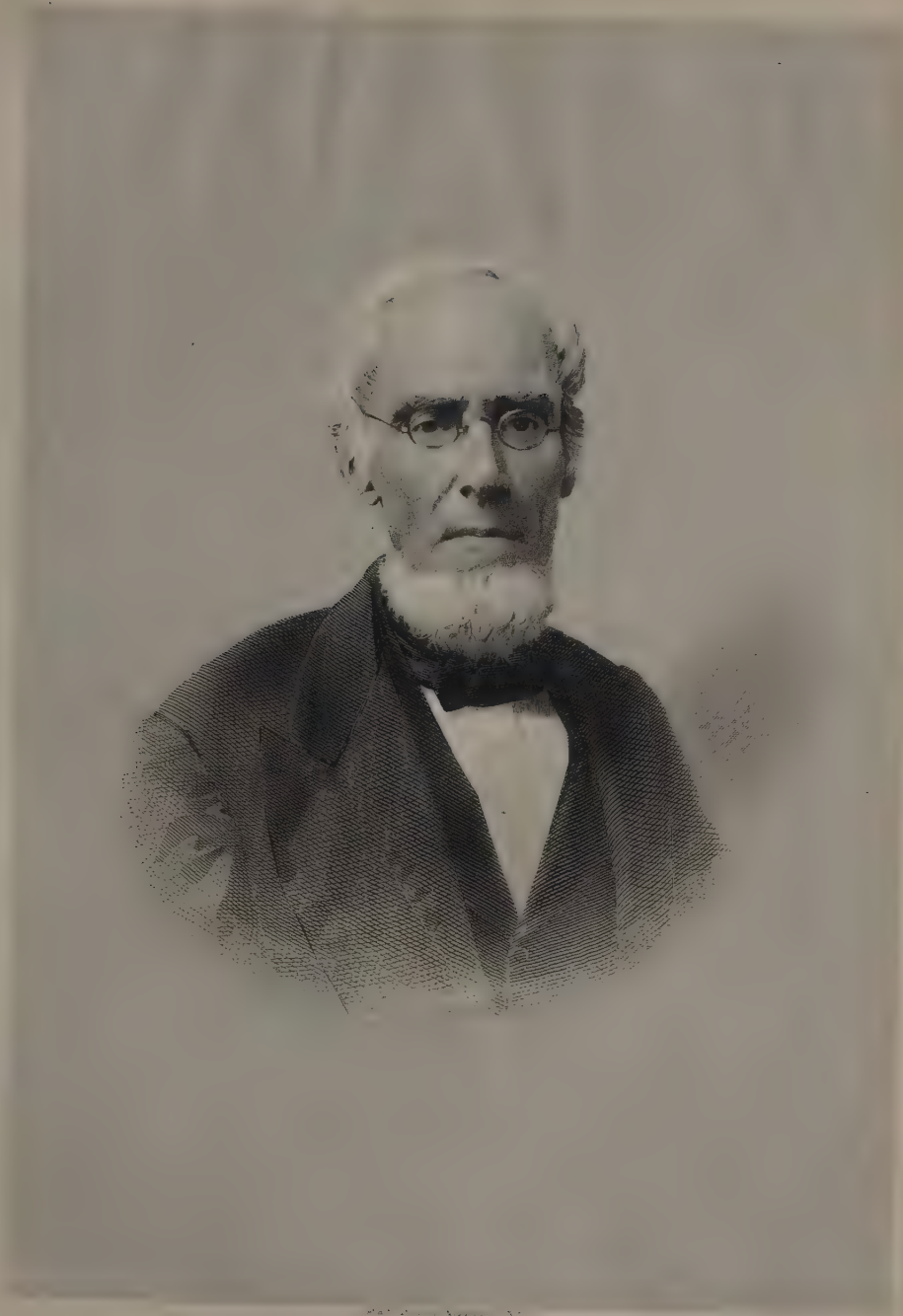

Gael Bordon

attended such schools as the primitive settlement afforded, although for no more than two or three months in a year; his entire educational experience being less than a year and a half. He was uncommonly fond of hunting, and became very proficient in the use of the rifle. Owing to his possessing a decidedly military turn of mind, he was elected captain of the Hoosier Company of 100 men (before he was twenty-one). Soon after leaving school, as a pupil, he taught for two years. Then, at the age of twenty-two, his health having become very much impaired, by the advice of his physician, he determined to try a southern climate. In accordance with this plan he traveled as supercargo of a flat-bottomed boat to New Orleans, and after disposing of the cargo went to Amite County, Miss. Here he had charge of a school for six years, and served as county surveyor and deputy U. S. surveyor. In February, 1828, he married, and in the following year removed to Texas, where his father and father-in-law with their families had preceded him. All of them settled Austin's Colony, and engaged in such agricultural and business pursuits as were suited to the conditions of the country. These sturdy pioneers were destined for important parts in the political and business history of Texas. Gail, Jr.'s first employment there was farming and stock-growing. He was elected a delegate from the La Vaca district to the convention held in 1833, at San Felipe, to define the position of the colonies, and to petition the Mexican government for separation from the state of Coahuila. Appointed by Gen. Austin to superintend the official surveys, he compiled the first topographical map of the colonies, and up to the time of the Mexican invasion had charge of the land office at San Felipe, under direction of Samuel M. Williams, then colonial secretary. During his seven years' sojourn in the piney woods of Mississippi, nearly all of which he spent in teaching, Mr. Borden had supplemented his neglected early schooling by extensive reading, and in the turbulent period preceding the revolution of Mexico, he launched into the turmoil and warmly espoused the cause of the settlers. With his brother, Thomas, he procured a press and printing materials and conducted the only newspaper, "Telegraph and Texas Land Register," published in Texas during the conflict—1835 to 1837. Its policy vigorously advocated the separation of Texas from Mexico; in fact, he so agitated conditions that General Santa Ana, in April, 1836, a few days before the battle of San Jacinto, destroyed the press and all the materials. Mr. Borden, not to be thus daunted, re-established the plant four months later, and continued without further interruption during the war. The paper was then sold and removed to Houston, where it was published until about 1898. While Gail, Jr., was creating sentiment for the revolution, his father and brothers were rendering gallant service in General Houston's army. At the conclusion of hostilities, and Texas had been declared a republic, President Houston appointed Gail, Jr., first collector of the port of Galveston. This city had not previously been laid out, and, prior to taking charge of the customs, he made its first surveys. It was the origin of Galveston's development, and Mr. Borden's first dwelling there was a rough structure, on the bay shore, erected by two carpenters in half a day, his office being in what had been the Mexican custom house. From 1839 till 1851 he was agent of the Galveston City Company, a corporation holding several thousand acres on which the city is built. Mr. Borden possessed keen power of observation, and about 1849 his attention was drawn to the urgent need of more suitable food supplies for the emigrants and travelers across the plains, the want of which involved great suffering and even loss of life. His experiments, prompted more by humanitarian considerations than by hope of profit, yielded the "pemmican" that Dr. Kane carried with him on his Arctic expedition, and also in producing a "meat biscuit," a most simple, economical, and efficient form of portable concentrated food. The merits of the latter were so fully recognized that he felt warranted in embarking all his means in its extensive manufacture. It was exhibited under his personal supervision at the World's Exhibition, London, 1851, and gained for him the highest award, the "great council medal," and in further recognition he was elected an honorary member of the London Society of Arts, in 1852. But, notwithstanding the evident merit of the meat biscuit, insidious opposition of the army contractors compelled Mr. Borden to abandon its production in 1853, with the loss of his entire fortune. During his voyage to Europe, in 1851, to attend the World's Exhibition, above referred to, an incident occurred that molded his future activities. The severe weather encountered by the sailing vessel on which he had taken passage resulted in the death of all the cows aboard, leaving the passengers without milk the remainder of the long journey. Mr. Borden grieved over the babies aboard. The condition seemed to him both unnatural and preventable, and he remarked to the captain of the vessel that "there undoubtedly will come a time when milk will be so prepared as to enable its being kept to meet such emergencies." Thus was evolved the first idea of condensed milk, which has become a monument to his sympathy, ingenuity, and perception. The conditions attending the collapse of his meat-biscuit venture only spurred Mr. Borden to renewed effort, and he removed to the North and devoted his attention to the preservation of milk. The result of his investigation and labors was the now famous Borden's condensed milk that has perpetuated his name among the world's benefactors. In the experiments with milk he profited by the lessons taught him by the results of his various tentative manipulations in connection with the meat biscuit. Foremost among these was his wholesome dread of incipient decomposition; consequently he sought security against possible detriment from the time when the milk was drawn from the cow. He gave the question much study and at length removed about 75 per cent. of the water, and with the milk added a sufficient quantity of sugar to preserve it. But the principal feature of his discovery, as contained in his first application for a patent, May, 1853, was declared to be evaporation in vacuo, which he emphatically asserted prevented incipient decomposition by protecting the milk from atmospheric action. This point

met the opposition of the patent officials, however, who refused the application, chiefly because the process lacked the essential requisites of novelty and usefulness. He encountered many discouragements; in fact, the controversy with the patent officials lasted three years and was replete with rejections. But Mr. Borden possessed a redoubtable nature and seemed literally to thrive on disappointment. His patent attorney, after exhaustive search of the records, had disposed of the "lack-of-novelty" reason in 1853. But it was not until 1856 that the patent was issued, and then only after several leading scientists, having experimented by condensing milk by all the processes commonly in use, unhesitatingly testified that no other method equaled that in vacuo—out of contact with the air. Having conquered that phase of the struggle, he now launched into the development of the invention for commercial results, and here too he met with very trying experiences. For aid rendered him during his long siege at the patent office, Mr. Borden had parted with three-eighths of his interest in the patent; and after dispensing of two-eighths more to obtain means to erect a moderate plant, he retained about one-third interest in the business. His first attempt to establish works was at Wolcottville, Conn., in 1856, and resulted in disappointment. In 1857 the owners of the patent began its manufacture at Burrville, where a small quantity of milk was condensed. The excellence of the product was admitted; yet there was not immediate public response, and the panic of that year caused the company to suspend operations. However, early in 1858 Mr. Borden secured the first adequate capital to develop his invention. This was furnished by Jeremiah Milbank, and in 1860, under the title of the New York Condensed Milk Company, the company built an extensive plant at Wassaic, N. Y. Fortune had at last favored Mr. Borden. Not only was a strong popular demand soon created for condensed milk, but it came to be extensively used in the army and navy during the Civil War. Enlargement of the plant soon became necessary; in fact, repeated enlargements followed, and other factories erected. In 1863 a factory was opened at Brewsters, N. Y., and in 1865 one at Elgin, Ill. The rapid increase in the business necessitated the opening of other factories and condenseries in New York—at Wallkill, Millerton, Deposit, and New Berlin; in 1882 one was started at Carpentersville, Ill., and another at Algonquin in 1892. The Elgin plant, besides manufacturing the famous "Eagle Brand" of condensed milk, deals in every variety of dairy products, and is the largest of the Borden establishments. As with many other important discoveries, false claimants arose to contest the credit for the invention, causing Mr. Borden considerable trouble and expense for several years. The United States granted Mr. Borden patents on the following dates: 18 Aug., 1856; 13 May, 1862; 10 Feb., 1863; 14 Nov., 1865, and 17 April, 1866, but complete foreign patents were unfortunately not taken out, and parties abroad early attempted to appropriate his invention. However, in the controversy on the subject that existed about 1871, it became established as an indisputable fact that Gail Borden was entitled to all the credit attached to the invention of condensing milk in vacuo. These matters, however, concerned Mr. Borden but little from a pecuniary standpoint. He possessed a truly beneficient nature, and long before he reaped any material benefits from his invention, he had applied his ingenuity to perfecting other concentrated food products. The next experiment to engage his attention was the condensing of meat juices. That his meat-juice experiments coincided with those of Baron Justus von Liebig was a striking phase of this invention. Nevertheless, while the latter was engaged in the researches into the nature of flesh and animal juices in his well-appointed laboratory at Giessen, Germany, which resulted years later in the production of "Extractum Carnis," Gail Borden, in his crude workshop in the wilds of Texas, was independently investigating the same problem, for which his reward was the great council medal before mentioned. At first the Borden beef extract was made at Elgin, but later an establishment was erected especially for the purpose at Borden, Texas, which enabled combining a superior quality of beef with very moderate cost. Subsequently he produced excellent preparations of condensed tea, coffee, and cocoa. He had become an expert at preparing perishable foodstuffs, and in 1862 he patented a process by which the juices of fruits could be reduced to one-seventh their original bulk. Reminiscent of this is one of the many anecdotes with which his life was enriched: At the conclusion of services one Sunday in a church at Winchester Centre, Conn., during the Civil War, Mr. Borden raised his hand to the clergyman to stay the congregation from departing. He then addressed them, saying: "Dress appropriately and devote your afternoon to picking blackberries, and I will prepare and forward them to the soldiers." So industriously did the members respond that their labors yielded nearly 300 bushels. On receipt of these General Sherman sent Mr. Borden a most appreciative letter of thanks. A just estimate of Mr. Borden may be formed in the characterization of him written shortly before his death by an intimate acquaintance, Prof. S. L. Goodale, then secretary of the Maine Board of Agriculture: "In person, Mr. Borden is tall and spare. The portrait gives a fair representation of his face—but as it is rarely seen—when at rest; for his temperament being nervous and his enthusiasm unbounded, the countenance in conversation immediately lightens up with animation and varied expression beyond the skill of the artist to fix. His mental powers are unimpaired, his thoughts actively pervading his chosen field of labor. His powers of observation are keen, critical, and appreciative; his faculty for devising and adapting means to ends remarkable; his habits active beyond those of most persons in the noontide of life. The snows of seventy winters have silvered and thinned his locks, forming a 'crown of glory,' according to Solomon, being 'found in the way of righteousness'; but their weight rests not heavily upon his shoulders." After his death his youngest son, John Gail Borden (q.v.), succeeded to the presidency of the company, which he retained until 1885. He possessed the energy and

John G. Borden

ability which characterized his father, and under his management the company became the foremost in the milk industry of the world. His eldest brother, Henry Lee Borden, then became president and continued the work of increasing the company's activities. Mr. Borden was thrice married: first, 28 Feb., 1828, to Penelope Mercer, of Amite County, Miss. She died September, 1844; second to Mrs. A. F. Stevens; third to Mrs. Emmeline Eunice (Eno) Church. His first wife was the mother of all his children: Mary (1829-33), Henry Lee, Morton Q., Philadelphia Wheeler, Stephen F., Mary Jane, who married Mills S. Munsill in 1859, and John Gail. The two sons of his third wife, Alfred B. and Samuel M. Church, became associated with him in business, the first managing the factory at Elgin for about seven years. On 22 Feb., 1894, a handsome library inscribed with the inventor's name was dedicated as a memorial to him by the city of Elgin. The county of Borden, Texas, and its county seat, Gail, also were named in his honor.

BORDEN, John Gail, b. 4 Jan., 1844, at Galveston, Texas; d. 20 Oct., 1891, at Ormond, Fla., son of Gail and Penelope (Mercer) Borden. At the age of thirteen his father removed to Brooklyn, N. Y., and commenced his experiments in the concentration of milk. Young Borden attended Brooklyn schools for a year or two, and then went to Winchester Academy, at Winchester Centre, Conn. Presently he entered Eastman's College at Poughkeepsie, N. Y., to prepare for an academic education, but while there he enlisted in the 150th New York Volunteers, a Dutchess County regiment. This proved highly pleasing to his father, for young Borden, who was born and reared during his youth in the South, had shown decided sympathy for the Southern side of the controversy. But the tolerance and nice sensibility which he had inherited from his father enabled him to disregard the sentiments influenced by the memory of boyhood associations, and at the beginning of the war he attended a mass meeting at which Governor Dix's appeal for the preservation of the Union dissipated his rebel tendencies. At the age of nineteen he entered the army, and after serving two years and a half with much distinction, for which he was made second lieutenant, ranking as captain, he was compelled to retire because of sickness, the result of exposure and service. His retirement was only temporary, however, and after a sea voyage, taken to recover his health, he was transferred to the Forty-seventh New York Regiment, and again plunged into the conflict, serving until the close of the war. He was a member of the Baptist Church, and on the 10 Jan., 1864, during his furlough, he was baptized in the uniform of lieutenant. On his return from the war, he assisted his father in the management of the condensery, and he soon displayed uncommon ability and ingenuity in business affairs. On the death of his father in 1874, he succeeded to the presidency of the New York Condensed Milk Company, and prodigious energy and capacity marked the tenure of his administration. Thoroughness was his business tenet. He was a genius for detail, and brought to perfection the process of preserving milk by condensation which his father originated. Under his management the business showed rapid development, and he soon found it necessary to build a condensery at Wallkill. He also rebuilt the Brewsters factory and planned and virtually built the one at Elgin. Since the war he had not been robust, and the enthusiasm with which he entered into his labors told upon his health. As early as 1879 his condition made it advisable for him to sojourn in Florida for a time; but on his return he again yielded too vigorously to the demands of business, and in 1885 permanent retirement became imperative, and he relinquished the presidency of the company to his brother, Henry Lee Borden. He then returned to Florida, but for one of his indefatigable nature it was difficult to remain inactive. He invested heavily in property in and near Green Cove Springs, where, during his nine years' residence, he effected many public improvements. In Wallkill, where he built a model factory in 1881, he developed an extensive estate of 1,500 acres, upon which he spared neither attention nor money. This he named Home Farm. It is an historic location, the manor house having been built in 1771. It is situated on a commanding elevation and affords one of the most picturesque views anywhere to be seen. Directly opposite, in the distance, is the Shawangunk range blending up from the intervening valley and rolling uplands. The valley, through which flows the Wallkill River, is a gentle undulation of forest and field, dotted here and there with the homes of the natives, cottages of the workmen, barns, outbuildings, and herds of cattle—a scene of perfect rest and quiet. He was buried on Home Farm, as he had desired, in a spot he had selected. He was held in high esteem by the people of that section, who shared liberally of his bounty. His chief pleasure was the blissful domesticity afforded by his homestead, but he was also a patron of the arts—painting, sculpture, engraving and etching. He was a Mason, and was raised to the sublime degree of Master Mason in Brewsters, N. Y., exalted to the sublime degree of Royal Arch, knighted a Templar, Sir Knighte' in the Red Cross and made Knight of Malta at White Plains, N. Y., Crusader Commandery No. 56, and later in Florida he was made a Knight of the Palm and Shell. John G. Borden was married 14 Dec., 1865, to Miss Ellen L. Graves, daughter of Dr. Lewis Graves and Adaline (Janes) Graves, of Albany, and they were the parents of five children: Penelope A., Gail, Bessie, Lewis M., and Marion.

STACKPOLE, Joseph Lewis, soldier, lawyer, author, b. in Boston, 20 March, 1838; d. in Boston, 2 Jan., 1904, son of Joseph Lewis and Susan Margaret (Benjamin) Stackpole. The founder of the family in England is traced to Guillaume de Montvalct, who came over with William the Conqueror and was given an estate at Hoosham, Sussex, near the battlefield of Hastings. Mr. Stackpole's earliest American ancestor was James Stackpole, who, some time before 1680, settled at Dover, N. H. Joseph L. Stackpole was graduated at Harvard College in 1857, taking special rank as a Latin scholar. In 1859 he was graduated at the Harvard Law School, and was admitted to the bar of Suffolk County, Mass., in the following year. At the outbreak of the Civil War he was commissioned captain in

the Twenty-fourth Massachusetts Regiment, and served with a distinction until the end of the struggle, becoming a major and judge-advocate-general in 1863, and being brevetted lieutenant-colonel in 1865. Writing of Major Stackpole's services as judge-advocate-general of the department of Virginia and North Carolina, Gen. Benjamin F. Butler referred to him as "one of the most competent officers that I have ever seen filling that position." He resigned in April, 1865, and resumed the practice of law in Boston. Even before the war he had given evidences of conspicuous talent as a lawyer. In 1870 he was appointed first assistant solicitor in the law department of the city of Boston. During his term of office he had charge of all the accident cases against the city and acquired a high reputation as a jury lawyer. He tried many cases in the superior court and was counselor for the city in many cases which were carried to the Supreme Court. In the trial or adjustment of the numerous petitions brought to recover damages incident to the great Boston fire of 1872, Mr. Stackpole represented the city with skill and success against some of the most eminent jury lawyers of the day. He resigned his office in 1876. In 1890 he was appointed by President Harrison one of the U. S. general appraisers under the new customs administration bill—but he found the duties of the office uncongenial and resigned after a few months. Mr. Stackpole was an able and entertaining writer on legal topics and contributed a number of articles to the "American Law Review" and the "North American Review." Among these were: "Military Law," "Rogers vs. Attorney-General," "Law and Romance," "Book About Lawyers," "Lord Plunkett," "Campbell's Lives of Lyndhurst and Brougham," "Howland Will Case," and "Early Days of Charles the military order of the Loyal Legion of the United States, and the Military Historical Society of Massachusetts. He was married at Cambridge, Mass., 3 March, 1863, to Sumner." Mr. Stackpole was a member of sons and granddaughter of Chief Justice Par-Martha Watson, daughter of William Parsons, and had four children: Elizabeth Virginia, who married George Howland, Alice, Joseph Lewis (d. 1873), and Joseph Lewis (b. 1874).

HUNT, Ebenezer Kingsbury, physician, son of Eleazer and Sybil (Pomeroy) Hunt, b. in Coventry, Conn., 26 Aug., 1810; d. in Hartford, Conn., 2 May, 1889. He traces his descent from Jonathan Hunt who was among the early settlers of North Hampton, Mass., and who married Clemance Hosmer. Ebenezer Kingsbury Hunt was educated in the schools of Middletown, Conn., and Amherst, Mass., and was graduated at Yale College in 1833. After teaching for a year in Munson Academy, Massachusetts, he went as a private tutor to Natchez, Miss., and, during a residence there of two years, studied medicine, and then taught in the medical schools. In 1836 he attended a course of lectures at Jefferson Medical College in Philadelphia, and after a summer spent at Hudson, N. Y., in the office of Dr. Samuel White, a celebrated practitioner and head of a private asylum for the insane, he returned to Philadelphia and was graduated at Jefferson Medical College in 1837. In April of that year he began the practice of his profession in Ellenville, N. Y., but later removed to Hartford. He was asked, in 1840, to take charge of the Hartford Retreat for the Insane, and on three occasions was chosen acting superintendent. He continued to take an active interest in the institution and for thirty years was one of the directors, while for over forty years he was one of its medical visitors. For several years he was one of the commission appointed to make provision for insane criminals at the State prison, and was also appointed on a commission for the erection of new buildings for the State prison at Wathersfield. In 1866 Dr. Hunt was chosen chairman of the Sanitary Commission appointed by the city authorities, and at once advocated the adoption of the most stringent sanitary measures. He was much interested in the subject of education, and as a committeeman to the High and Brown schools, gave much time to the affairs of both. For twenty-five years he was physician to the American Asylum for the Deaf and Dumb, and so interested was he in the children that even after tendering his resignation he continued to visit the institution. Dr. Hunt co-operated in establishing the Hartford Hospital, and was for many years on the staff of consulting physicians. He was also active in establishing the Hartford Medical Society; a member, and chosen fellow of the County Medical Society, and twice elected president of the State Medical Society. His work as the author of many scholarly papers and biographical sketches was much appreciated, and his translation from the French in 1848 of the valuable treatise by Esquirol on insanity, to which were added notes of his own, long remained a standard and is still frequently consulted. Dr. Hunt was a medical examiner for the Hartford Life Insurance Company; medical examiner for the Connecticut Mutual Life Insurance Company, for many years; a trustee of the Industrial School for Girls at Middletown; president of the Young Men's Institute; trustee of the Watkinson library, and of the Security Company, and a director of the Ætna National Bank. As a practitioner he was earnest in everything that tended to its advancement. He had a natural contempt for quackery wherever found. In disposition he was frank, positive, and outspoken, but always tolerant of the opinion of others. The Hunt Memorial Building was built by members of the Hartford Medical Society. A charter was obtained in 1889, and a fund started for a building. His widow made these wishes possible in her will that was probated in November, 1893. The building was erected on Prospect Street near the home of Dr. Hunt, and plans prepared by McKim, Mead and White. Dispensary rooms have been arranged and the library of medical and scientific books is available to the public. The building also contains laboratories for research work, and a large assembly room convenient for the county and State societies and for lectures. Dr. Hunt was married in June, 1848, to Mary Crosby, and they had four children.

COOLBRITH, Ina Donna, author, b. in Illinois about 1845, of New England parentage. Her father died while she was in her infancy,

Paul J. Sorg

and her mother married William Pickett, a lawyer of St. Louis, Mo. In 1852 he journeyed with his wife and stepdaughter across the great overland trail to California, finally locating in Los Angeles, where the subject of this sketch was educated in the public schools. At an early age she began writing for the press, and became associated with Bret Harte, then editor of the "Overland Monthly," by whose friendship and interest she greatly profited. She also had a close friendship with Joaquin Miller and Charles Warren Stoddard. She was librarian of the Oakland (Cal.) public library from 1874 to 1893, of the Mercantile Library, San Francisco, from 1897 to 1899, and of the Bohemian Club, San Francisco, from 1899 to 1906. For many years she has been a contributor to the "Overland," "Californian," "Century," "Scribner's" "Harper's Weekly," and other magazines. She has taught in the public schools of San Francisco and has written editorials and reviews for various newspapers of that city. She is an honorary member of the Athenian, California Writers', and Ebell Clubs, Oakland; the Bohemian, Browning, Century, Floral, and Sequoia Clubs, and of the Pacific Coast Women's Press Association, San Francisco; the Arts and Crafts Club, Carmel-by-the-Sea, Cal.; the Pacific Short Story Club, San José, Cal. She is a member of the Society of Women Journalists, London, and of the Poetry Society of America. Her published writings include, "Perfect Day, and Other Poems" (1884); "The Singer of the Sea" (1891); and "Songs of the Golden Gate" (1895).

NEWPORT, Reece Marshall, real estate merchant, b. in Sharpsburg, Pa., 27 May, 1833, d. in Greenwich, Conn., 1 Nov., 1912, son of Reece Cadwaler and Mary Ann (Cole) Newport. In his early childhood his parents moved to a farm near Newport, Ohio, and there he later engaged in farm work. He was graduated at Marietta College in 1860, and later edited a Republican newspaper during the Lincoln campaign. In 1862 he participated in Fremont's campaign against Stonewall Jackson, and was for a short time with the Army of the Potomac. On 24 Jan., 1863, he was appointed captain and assistant quartermaster of volunteers, assigned to duty at Washington City and finally at Baltimore. He was made colonel in 1864, and then chief quartermaster at Baltimore. Under his direction a large amount of supplies for the army of General Sheridan, operating in the Valley of Virginia, and for General Grant's army, was delivered. His money disbursements during the last year of the war amounted to more than $13,000,000. One check issued by him was for $850,000. For faithful and meritorious services, he was brevetted brigadier-general and mustered out of the service in March, 1866. Six years later he went to Minnesota, where he became local treasurer of the Northern Pacific Railroad Company, in which capacity and as auditor he served for ten years. He then assumed the management of the land department of the Western Railroad Company, of Minnesota, a subsidiary of the Northern Pacific Railroad Company. In this capacity he aided immigration into the Northwest and the founding of many flourishing communities. In 1882 he engaged in the loan and real estate business on his own account and established a profitable clientele. He retired to private life in 1910 because of poor health. Mr. Newport was for many years director in the Duluth Terminal, West Duluth Land Company, numerous grain elevator companies, and was for many years the financial correspondent for the Connecticut Mutual Life Insurance Company, in St. Paul, Minneapolis, and Duluth. He was recognized as an accomplished and public-spirited citizen and a man of dignified yet kindly manners. In 1863 he married Miss Eliza Edgerton, of Marietta, Ohio, and they had three children, Luther E., Mary M., and Reece Marshall Newport.

SORG, Paul John, b. in Wheeling, W. Va., 23 Sept., 1840; d. in Middletown, Ohio, 28 May, 1902. He came of that sturdy and enterprising German stock which has left so many landmarks in the history of the state, particularly in Cincinnati, at one time the metropolis of the West. He attended the common schools until the age of twelve, when the family joined the swelling tide of immigration westward settling in Cincinnati. Following the thrifty custom of the average western settler in those days, he was as soon as he grew strong enough put to making his own living and lightening the burdens of the family. He began at the trade of a molder in the large shops of Adams, Peckover and Company. Here he at once began to discover that remarkable intelligence and executive force which afterward made him one of the most influential men of his section, and was advanced rapidly till he finally reached the post of superintendent of the foundry. But his mind was already working in other directions and foreseeing the enormous demand in the great and growing West for tobacco, and being next door to what he foresaw was to become the largest tobacco-growing district in the world, he formed at the early age of twenty-four a partnership with John Aver for the manufacture of plug tobacco. His aim was to produce in immense quantities at the lowest possible price the cheaper grades of home-grown tobacco. The enterprise finally grew to be the largest in Ohio, and exceeded only in size by one other in the United States. Thus by keen foresight and judgment, combined with marvelous executive capacity, were the foundation of his great fortune laid in his early twenties. An important change in the business entailing the addition of needed capital was admission of Robert Wilson to the firm in 1872, the style becoming Wilson, Sorg and Company. The works were removed to Middletown where expenses were less, and the chances of expansion just as good. The concern is called to-day, from its founder, the Paul J. Sorg Tobacco Company, and, is a branch of the great Continental Tobacco Company. The size to which the business had grown during his lifetime may be estimated from the fact that its international revenue payments for thirty-five years were stated in terms of millions of dollars. Aside from his business, Paul J. Sorg grew to be the leading spirit of Middletown in every branch of local enterprise, and the town as it stands to-day is a living monument to his memory. He not only built up the community directly by the erection of public buildings,

but he was always on the lookout to offer prompt and powerful inducements to manufacturing concerns to settle in Middletown. The Sherry Drill Works moved thither through his efforts and developed from a small beginning to a nation-wide trade. His keen eye saw the future of the bicycle industry in its earliest beginnings, and he may have even foreseen the great war of the nations which was to come only a few years after his death, for his development of the Miami Cycle Company included, first, the introduction of its wheeled productions into every market, and second, the manufacture of shells and shrapnel which were immediately in demand by the United States government. Fully realizing the vital necessity of railroads to the growth of a western community, he was the chief instrument in securing for Middletown a branch of the great Panhandle System, known as the M. and C. Railroad. He was the good genius of the town at critical periods. When the Merchants' National Bank stood on the verge of failure, he purchased a controlling interest in its stocks and set the wheels in motion again, saving many depositors among his fellow townsmen from serious loss. He financed the Middletown Paper Company, in a period of nation-wide depression that had forced it to close down, and its employees returned to work. He took charge of the affairs of the Middletown Gas Company at a critical period due to poor management, and brought it back to prosperity. In the Middletown Opera House, he gave the town a splendid theater, and in the United States Hotel, a hostelry equal to the best in the state outside of the great cities. All his life long he was an active Democrat, although he never sought political honors—as a result of his prominence in public affairs the honors sought him, and in 1894 he was elected to Congress to fill the unexpired term of George W. Houk, being re-elected the ensuing November for the full term of three years. His Congressional record, like his life at home, was marked by a special desire for helpfulness, and he will be remembered in that body, as well as by hundreds of the men of the Grand Army, for his success in promoting measures of assistance to the old soldiers. He died in Middletown, 28 May, 1902. He was married in 1876, to Jannie Gruver, of Middletown, Butler County, Ohio, who survived him. Two children, Paul Arthur and Ada Gruver Sorg, are the fruits of this union. His son, Paul A. Sorg, was elected president of the Merchants' National Bank, on obtaining his majority, being at that time the youngest national bank president in the United States.

BLUM, Robert Frederic, artist, b. in Cincinnati, Ohio, 9 July, 1857; d. in New York City, 8 June, 1903. He received his education in the schools of his native city, and in early manhood established himself in New York, where he won a wide reputation as an etcher and an illustrator of books. One of the first to be attracted by young Blum's boyish independence of spirit was Alexander W. Drake, at that time art-editor of "Scribner's Magazine," who recognized the excellence of his technique and original creative enthusiasm. In one of his printed articles, Mr. Blum has told how his earliest artistic awakening seemed to come from Japanese fans that he purchased in 1872, during a music festival in Cincinnati. In 1890 he journeyed to Japan to illustrate a series of articles by Sir Edwin Anold for "Scribner's Magazine." These drawings, up to that time, were the best that Blum had done, and gave impetus to his talent as a decorative painter. He cared little for the praise of his brother artists, and exhibited only occasionally. His temperament was such that he must have been practically self-taught, although he had studied and painted in Italy and Spain. He had a poet's dreaminess, a tunefulness of spirit, and a delicate play of imagination, which expended itself on subjects permitting of feeling and expression. He was frail of health, and shrank from contact with the world, even from the fellowship of those who would have been his friends, keeping himself to the close companionship of a few intimates. Yet he struck the note of gladsomeness; a sparkling vivacity, a freshness and spontaneity —his work displays them all. He was only forty-seven years old when he died, and at the time of his death was at work on a large decoration for a new theater in New York. He was a member of the National Academy of Design, the American Artists' Society, the Water-Color Society, and was president of the Painters in Pastel. He received a gold medal at the Paris Exposition for his painting, "The Lace-Makers." Among his well-known works may be named, "Toledo Water-Carriers," "Going and Coming" (1881), "A Bright Day" (1882), "Moods of Music," "The Village Festival," and "The Feast of Bacchus." He first exhibited in New York in 1879.

WALDRON, Edward Mathew, master builder, b. in Ireland, 1 Nov., 1864, son of William Joseph and Helen Waldron. His education was acquired in the private and public schools of his native district, but in his sixteenth year he came to the United States. In August, 1888, he began his business career in Newark, N. J., by organizing the building firm of Waldron and Borg, which was successively changed to Moran and Waldron, and E. M. Waldron and Company. Of this concern he was the head until 1912, when he retired from business. Finding a life of comparative idleness uncongenial, he again went into business, this time under the firm name of Edward M Waldron, Inc., a corporation including several of his old employees. Mr. Waldron has had under his personal supervision the erection of some of the most important public buildings in Newark, including the City Hall, costing nearly $2,000,000. At the present time he is engaged in superintending the building of the Cathedral of the Sacred Heart, which will cost about $3,000,000. As an employer he has been very popular with his workingmen and is able to point to the fact that during his long business career he has never experienced a strike of his own employees. Being keenly interested in politics, Mr. Waldron has occasionally been connected with the activities of the Democratic party. In 1896 he was elected a member of the common council of Newark, where he served for three years, being president of the council during the last year of his term. In September, 1912, he was appointed by Woodrow Wilson, then governor of New Jersey, a delegate to the Deep Water Way

John C. Spooner

Convention, held in New London, Conn. It was in that same year that he also served as a presidential elector. For many years he has been a member of the Newark Board of Trade; he has also been a director of the New York Life Insurance Company, and of the Washington Trust Company. He is president of the Waldron Bros. Realty Company and of the Municipal Realty Company. In 1892 Mr. Waldron married Margaret, daughter of James Moran, also a prominent builder of Newark. Their eight children are: Helen R., Mary G., William J., Edward M., James R., Austin A., Robert Emmett, and Margaret E. Waldron.

FOGG, Charles Sumner, lawyer, b. in Stetson, Mo., 1 Oct., 1851, son of Simon and Hannah (Witherel) Fogg, both natives of Maine.

His earliest American ancestor was Samuel Fogg, who came to this country from England in 1638, settling in Hampton, N. H. He was educated in the public schools of his native town, and when he was sixteen his parents removed to Panora, Iowa. Here he attended the Iowa State University, taught school during two terms, and then returned to Maine, where he entered the East Maine Conference Seminary. In 1870 he came back to Iowa, and began the study of law in the office of his brother, Edward R. Fogg, after which he pursued his studies in the law school of the Iowa State University. On 28 Nov., 1871, he was admitted to the bar, and in the following year engaged in practice in Panora, Ia. In 1873 he formed a partnership with his brother, who had removed in the meantime to Stuart, Ia. This association continued one year. In 1881 he formed the firm of Fogg and Neal, which through his energy and through familiarity with details enabled them to establish a highly profitable clientele. He abandoned this practice in Nov., 1889, in the hope of finding health and revived strength in a milder climate, settling in Tacoma, Wash. His intention was to engage in the legal profession there after being assured that his health was permanently restored. In the same year he formed a partnership with W. H. Doolittle, under the style of Doolittle and Fogg, and at the time of his retirement in 1903, his practice was regarded as the most profitable in Tacoma. His brother George entered the firm upon his retirement, and later his son Fred S., a graduate of the Harvard Law School, assumed a share of the office duties. Mr. Fogg is a man who combines with ability and fearlessness, justice and conservatism. These qualities as well as his extensive benevolence and public spirit have made him not only a successful lawyer, but a promoter of the development and prosperity of Tacoma. Mr. Fogg was mayor of Stuart, Ia., one term; vice-president of the First National Bank, and is president of the State Bar Association. He was admitted to the bar of Nebraska in 1889; to the bar of Washington in 1892; and to the Supreme Court of the United States, 24 Dec., 1899. He married in Iowa City, Ia., 20 Oct., 1873, Delia Iowa Seydel, and they have four children.

SPOONER, John Coit, U. S. Senator and lawyer, b. in Lawrenceburg, Ind., 6 Jan., 1843, son of Philip Loring and Lydia (Coit) Spooner. His first American ancestor was William Spooner, who came from England in 1637, and settled at Dartmouth, in the colony of Massachusetts. His wife was Mercy Delano. Their son Nathaniel married Hannah Blackwell, and their son Philip was John Coit Spooner's great grandfather. Philip Spooner was an officer in the Revolutionary War, as was Samuel Coit, Senator Spooner's great-grandfather on his maternal side. One of his uncles, Benjamin Spooner, served in the Mexican War, and raised the first regiment from Indiana in 1861 for the Civil War. For three centuries the Spooner family has been active in public affairs, and most of them have been lawyers and soldiers. Philip L. Spooner, father of John Coit Spooner, was a judge in Indiana and Wisconsin courts. He moved from Lawrenceburg, Ind., to Madison, Wis., 1 June, 1859. John, his son, attended the Madison public schools and in 1860 entered the University of Wisconsin. He was graduated in 1864, just about the time that President Lincoln was sending out his call for men to defend the Union. The young man recruited a company from the university student body. He had no money, and was compelled to borrow $300.00 to meet the expenses involved in mobilizing his men. He felt that he had a patriotic duty to perform, and money matters were of no importance except in their bearing on which he had to do for his country. His services entitled him to a commission in the army, but he preferred to fight elbow to elbow with his fellow students who, with a number of professors almost entirely composed Company C, Fourth Wisconsin Infantry. In this company he served through the 100 days term, and re-enlisted as captain of Company A, Fiftieth Infantry. Indians in the Sioux country were troublesome about this time, and it fell to the Fiftieth to quell them. Having done this, the regiment took its place with the rest of the army in fighting in the South for the preservation of the Union. At the close of the war, 1865, he was brevetted major and mustered out of military service. He studied law in his father's office, and with such assiduity that he was admitted to the bar two years later, in 1867. In the interim he had been the private and military secretary of Governor Lucius Fairchild, of Wisconsin, ranking as colonel by virtue of his secretaryship. During 1868 he was quartermaster-general of Wisconsin, and assistant attorney-general 1869-70. In 1870 he removed to Hudson, Wis., where he formed a law partnership with Harry E. Baker. Mr. Spooner had already acquired a high reputation as an able lawyer, and the new firm quickly became known as one of the most dependable in the West. The result was a large and lucrative practice. It happened that the new railroad companies were looking for a bright man to whom it might be safe

to intrust their legal business. Their eyes fell upon young Spooner. With a natural legal ability which had brought him steadily forward, he showed such aptitude for railroad litigation and such a grasp of its numberless intricacies, that he was appointed general counsel of the two roads. Later when they were merged into the Chicago, St. Paul, Minneapolis and Omaha Railroad, he continued to be at the head of the new company's legal department. Among important actions conducted for Mr. Spooner while in Hudson was that of Schulenburg *vs.* Harriman. The case involved the principle that the failure of any railroad corporation to comply with conditions subsequent of a land grant which it may be attempting to earn, does not operate as a reversion or forfeiture of the grant, but that such a forfeiture can come only through a specific act of Congress. Mr. Spooner won his case before the United States Circuit Court, and on appeal the United States Supreme Court sustained him. Thus was settled for all time a question of very great importance to the Northwest. It added greatly to his already enviable fame as a lawyer of deep learning and remarkable astuteness. In 1872 he was elected a member of the State legislature from St. Croix County. He was placed on the committee on education and railroads and at once plunged into the questions of the day that came before the assembly. He worked as hard against what he considered bad or unnecessary bills as he did for those whose passage he believed would be beneficial to the community. Bold and outspoken, his colleagues knew immediately which side he joined. Among the conspicuous services he rendered to education from time to time none was greater than his procuring the passage of a bill to levy a general State tax to be added annually forever to the income of his alma mater, the University of Wisconsin. It was the foundation and beginning of the university's splendid career of prosperity, growth, and usefulness. In 1884, when the Vanderbilt interests obtained control of the Chicago, St. Paul, Minneapolis and Omaha Railroad, Mr. Spooner resigned the position as general counsel. In 1885 he was elected United States Senator, to succeed Angus Cameron, and took his seat on 4 March, 1885. The opposing candidates were William T. Price, Gen. Lucius Fairchild, and Senator Edward S. Bragg. The reputation of the young man from Wisconsin as an orator and a lawyer of broad culture lifted him to a seat in the United States Senate. He was placed on important committees, including those on Privileges and Elections, District of Columbia, Public Buildings and Ground, Epidemic Diseases, and Claims. It is said that, as chairman of the last-named committee, he was instrumental in saving the government more than $30,000,000. He served in the United States Senate until 1891, when he was succeeded by Wm. F. Vilas, Democrat. In 1892 Mr. Spooner was the unanimous choice of the Republican Convention as candidate for Governor of Wisconsin, but was defeated by Mr. Peck by comparatively a few votes. He moved from Madison to Hudson in 1893 and was actively engaged as a lawyer until 1897, when he was again elected United States Senator, succeeding William F. Vilas. In December, 1898, President McKinley tendered him the position in his Cabinet as Secretary of the Interior, but Senator Spooner declined the offer, as he did that of membership in the United States and British Joint High Commission which the President tendered him. On 3 Jan., 1901, President McKinley asked him to become Attorney General under his second administration, which would begin 4 March, 1901, but this honor too was declined. These repeated refusals of a seat in the Presidential Cabinet were in accordance with his formal announcement on 6 July, 1900, in a communication to the Republicans of Wisconsin, that he would not be a candidate for re-election in the Senate. He had never been an active candidate for any office, and he earnestly desired now to retire to private life. On 27 March, 1903, in spite of his renunciation he was elected for another term in the United States Senate, to take his seat on 4 March. He was obliged to yield to the voice of the people of the State, and he served three more years, working as vigorously for their interests as if he had desired the office. In 1907, however, he resigned his seat, and took up the practice of law again, but this time in New York City. During the ten years of his second service in the United States Senate he made speeches or participated in debates upon not less than 450 different questions, many of them of vital importance to the country at large. His most important law-making achievement was his Panama Canal bill, generally known as the "Spooner Bill"—which provided first, for acquiring the Panama route and canal should the price conform to the ancillary agreement, and a good title be procured, and, second, that, if there should be failure at Panama, the President should have authority to negotiate for and purchase the Nicaragua route. Mr. Spooner was a member of the Board of Regents of Wisconsin University. In 1869, the University conferred upon him the degree of A.M. and Ph.D., and in 1894 that of LL.D. Yale and Columbia Universities likewise have recognized his scholarship and eminence as a representative American statesman by each giving him the degrees of Bachelor of Philosophy and LL.D. He is a member of the Century Club, Lawyers' Club, Association of the Bar in New York City, the American Bar Association, and Psi Upsilon Fraternity. On 10 Sept., 1860, he married Annie E., daughter of Alfred Main, of Madison, Wis., and they have three sons: Charles Philip, Willet Main, and Philip Loring Spooner.

ALTMAN, Benjamin, merchant, art collector, b. in New York City, 12 July, 1840; d. there, 7 Oct., 1913. His father, at the time of his birth, was the owner of a small dry goods establishment. Until he was twelve years of age he attended the New York public schools, where he obtained the rudiments of that learning which was later supplemented by his own private studies. Leaving school, he began his business career in his father's store. Here he remained only long enough to obtain such practical business training as was needed to carry on business on his own account. His father died in 1854, but already by that time Mr. Altman and his brother, Morris, had formed a partnership

and had opened a small department store on Third Avenue and Tenth Street. Early in the eighties this establishment had developed to such proportions that more commodious quarters were obtained at the corner of Sixth Avenue and Nineteenth Street. It had always been Mr. Altman's ambition to establish his business on Fifth Avenue, which he was convinced would some day be the busiest artery of trade in New York City. He acquired parcels of property on Thirty-fourth and Thirty-fifth Streets, until the entire Fifth Avenue frontage had been acquired. Then he purchased the Madison Avenue frontage of the same block and, when his plans had fully matured, he designed an imposing structure of granite in 1905, in accordance with plans which permitted additions from time to time as the leases of adjacent property matured. Today, the building is one of the handsomest and the best adapted to department store business in New York City. While Mr. Altman's business success placed him among the front rank of the merchant princes of America, it can hardly be said that the building up of his great mercantile establishment was his life work. Rather was it the means to an end, for when the net results of his life are summed up, it will be found that his fame as a collector and patron of art far exceeds his renown as a successful business man. Already as a boy of sixteen he was interested in the works of great artists, of all times and all countries, but at that time and for long after this craving had to remain largely unsatisfied. Possibly it had not a little to do in inspiring that energy which made his business a success, that he might have the means to gratifying it. Mr. Altman was probably the most discerning art collector that ever lived. He was satisfied with nothing but the very best of its kind. His tastes, like those of J. Pierpont Morgan, were within the limits that he set for himself. His earlier interests centered largely in classical and oriental art, especially in Chinese and Persian, and in European works from the fifteenth to the seventeenth century. In later years, he became more absorbed in his paintings, while still retaining a great interest in some of his sculptures, his gold and silver works, such as the Cellini Cup, a French triptych in translucent enamel of the fifteenth century, and his collection of Chinese porcelains which was of the highest quality and was only rivaled by that of Mr. Morgan, the Salting collection in London and the one in the Louvre. His oriental rugs, too, comprised the finest weavings of Persian and Indian art of the sixteenth century, most of them in silk and some of them with gold and silver thread. The masterpiece of these, which he called his "Rembrandt of Rugs," contained 719 knots to the square inch. In his collection of paintings, Rembrandt stood out foremost, for Rembrandt he considered the greatest artist on canvas of all time, though he considered Velasquez almost, if not quite, his equal. It was his opinion that no one could properly appreciate Velasquez who had not viewed his paintings in the Prado, in Madrid. Although Mr. Altman frequently consulted the opinions of others in matters of art, even outside the circle of professional experts, his final decisions invariably rested on his own judgment. Like many American collectors, he began with the Barbizon masters and with English portraits, and when he first arranged his gallery, these had a prominent place on the walls. Gradually these were made to give room to specimens of the earlier schools and the English portraits were relegated to less conspicuous places. It was not his idea that pictures were solely for decorative purposes. He sought for works which showed soul and character. For this reason he was not much interested in eighteenth century French paintings, nor in the English school. When he turned toward paintings of the eighteenth century, Rembrandt immediately became his chief favorite, the deep humanity of that master's works appealing strongly to his own nature. His Rembrandt collection was the largest of any private collection; his last acquisition before his death was a work by this painter. Next in order followed Velasquez, Van Dyck, Ruysdael, Cuyp, Vermeer, all of whom were represented by exceptionally fine examples. This magnificent collection Mr. Altman willed to the Metropolitan Museum of Art of New York City, on condition that it be arranged in a gallery in the same manner it had been arranged in his own private gallery and that it continue under the charge of his secretary, who had assisted him in his labors. In the paintings by Rembrandt, the most prominent are: "Portrait of Rembrandt's Son, Titus"; "Old Woman Paring Her Nails"; "Pilate Washing His Hands"; "Portrait of Rembrandt"; "The Man with the Magnifying Glass"; and "The Toilet of Bathsheba after the Bath." Of the Franz Hals collection the following examples are perhaps best known: "The Merry Company after a Meal"; "Portrait of the Artist"; and "A Youth with a Mandolin." Other notable paintings of this school are: "Young Herdsman with Cows," by Cuyp; "Young Girl Peeling an Apple," by Nicholas Maes; "Portrait of the Marchesa Durrazzo," by Van Dyck; "Wheatfields," by Jacob Ruisdael; and "The Portrait of an Old Man," and "The Betrothal of St. Catherine," by Hans Memling. The masterpieces of the Italian school include: "The Crucifixion," by Fra Angelico; "Christ and the Pilgrims of Emmaus," by Velasquez; "The Virgin and Child with Angels," by Sebastianno Mainardi; "The Last Communion of St. Jerome," by Botticelli; and "The Holy Family," by Mantegna. Included in the whole collection are also: a marble bust, representing Louise Brongniart, by Jean Antoine Houdon; a marble statue representing a bather, by Falconet; a marble group representing Venus instructing Cupid, by the same artist; "Virtue Overcoming Vice," a statue by Giovanni da Bologna. Then there are bronzes, limoges, enamels, tapestries, rugs, Italian and Persian art objects, glass, scarabs, furniture, a Greek terra cotta vase and Greek glass. The Barbizon paintings, of early collection, are: "The Ferryman"; "Souvenir of Normandy"; "Allie des Arbres," by Jean Baptiste Camile Corot; "Landscape," by Theodore Rousseau; "Les bords de l'Oise," and "Landscape with Storks," by Charles François Daubigny; and a "Clearing in the Forest of Fontainebleau," by M. V. Diaz.

In the collection of these masterpieces it may be said that Mr. Altman gave the better part of his life. During the later years of his life he left the management of the business to his associates and devoted his time to his collections. By nature of a very retiring, almost a sensitive, disposition, he gave little time to social intercourse outside of his own home. Though his name was known to every inhabitant of New York City, there were probably not a hundred people who knew him by sight. But among that hundred were a great number of very close personal friends. His donations to charitable causes were given with almost the secrecy of unlawful schemes, so much did he fear publicity. It was only in his will, whereby he made munificent contributions to charitable institutions, that he could no further conceal himself. Foremost in his consideration, however, were the employees who had been partly the means whereby he gained his large fortune. In February of the year in which he died, he obtained the adoption by the New York State legislature of a bill incorporating the Altman Foundation. The purpose of this foundation, as stated in the bill, was to receive and administer funds and to promote the social, physical, and economic welfare of the employees of B. Altman and Company. The foundation plan includes a system of profit-sharing and provides also that the funds may be used for charitable and educational purposes. Mr. Altman was never married.

READ, William Augustus, banker, b. in Brooklyn, N. Y, 20 May, 1858; d. in New York City, 7 April, 1916, son of George W. and Rowland and Augusta (Curtis) Read. He was educated at the Brooklyn Juvenile High School and at Polytechnic Institute, where he was graduated in 1872, ready to enter Yale at the age of fourteen. Instead, he obtained employment in the banking house of Vermilye and Company, in a subordinate capacity, and it was not long before his close attention to business and his marked ability won him promotion to positions of greater responsibility. In 1896 he was admitted to membership in the firm from which he retired in 1905, to organize the banking house of Wm. A. Read and Company, which became one of the leading banking houses of the country Mr. Read possessed an intimate knowledge of bonds and securities, and his advice on investments was frequently sought by many leading business men and corporations. He was highly respected in banking circles and his firm was a member of many syndicates organized to sell large municipal and state bond offerings. At the time of his death, he was director in the Interborough Rapid Transit Company, and the Bank of New York (National Banking Association), Central Trust Company of New York, Twin City Rapid Transit Company, and the Alliance Assurance Company of London. Notwithstanding the great demand upon his time made by these business connections, he was well known also as a collector of rare editions of fine books in rare bindings, and he possessed a library of great value and artistic beauty. Mr. Read was active in many charitable organizations, particularly those devoted to the education of the young. He was one of the trustees of the East Side House, to which he contributed liberally. Among the clubs in which he held membership were the Union, Century, Metropolitan, New York Yacht, Riding, Downtown, Grolier, Players, and Hamilton Club of Brooklyn, the Apawamis of Rye, and the Lenox Club, of Lenox, Mass. On 20 Nov., 1894, Mr. Read married Miss Caroline Hicks Seaman, daughter of Samuel Hicks Seaman, of Brooklyn, N. Y., by whom he is survived, and five sons and two daughters. Mr. and Mrs. Read maintained a summer home at Purchase, N. Y., which was one of the finest residences in Westchester County.

BLISS, Aaron Thomas, governor of Michigan (1901-05), b. in Smithfield, N. Y., 22 May, 1837; d. in Milwaukee, Wis., 16 Sept., 1906, son of Lyman and Anna (Chaffee) Bliss. He was educated at the country school and spent his early boyhood on his father's farm. At the age of seventeen he found employment in a store, holding the position until the outbreak of the Civil War. He enlisted as a private in a regiment of New York cavalry, and was subsequently raised to first lieutenant and then to captain. In an engagement at Ream's Station, Va., he was taken prisoner, and spent the ensuing six months in the Confederate prison. He escaped from the Columbia prison with some companions in November, 1864, and reached the Union lines footsore and nearly starved after three weeks of travel through wilderness. At the close of the war he removed to Saginaw, Mich., where he engaged in lumbering and salt manufacture. He was instrumental, with others, in promoting the growth of these industries so that Saginaw became known as the greatest lumbering and salt producing center of the United States. When America realized that there was a threatening shortage in the lumber supply, he was among the first to turn to Canada as a source of supply for his lumber mills. With the logs he obtained in Canada, the sawmills in which he was interested were kept in operation, and furnished employment for many people. In addition to his salt and lumber interests, he became connected with various commercial and agricultural movements. He found time to devote to politics, and held the positions of alderman, supervisor, member of the board of education, and State senator. In 1885 he was appointed an aide on the governor's staff, and in 1888 he was elected to Congress, serving two years. He was elected governor of the State in 1900, serving two terms, 1901-05. During his administration numerous reforms were inaugurated and economies effected.

PALMER, Bertha Honoré (Mrs Potter Palmer), social leader, b. in Louisville, Ky., daughter of the Hon. Henry Hamilton and Eliza Dorsey (Carr) Honoré. She is descended from an old and aristocratic family. Her great-grandfather, Jean Antoine Honoré, a French nobleman, was an intimate friend of Lafayette, sharing his political views. In 1776, at the age of twenty-one, he came to America and participated in the American struggle for liberty under the leadership of his great compatriot. In 1781 he finally settled in Baltimore, Md., where he remained for twenty-five years. He then removed to Louisville, Ky., became active in the development

ously. Among the clubs ... membership were the ... politan, New York Yacht, ... Crocker, Players, and Han... Brooklyn, the Apawamis of Rye, and the ... Club, of Lenox, Mass. On 20 ... Mr. Read married Miss Caroline Hi... man, daughter of Samuel Hicks S... Brooklyn, N. Y., by whom he is survi... five sons and two daughters. Mr. and ... Read maintained a summer home at Pur... N. Y., which was one of the finest reside... Westchester County.

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MRS. POTTER PALMER

of that section of the country, and took a leading part in the business affairs of the city. Jean Antoine Honoré was the owner of the first steamer plying between Louisville and New Orleans. His son, Francis (grandfather of Mrs. Potter Palmer), was a country gentleman on his plantation near Louisville. He married the beautiful and accomplished daughter of Capt. Benjamin Lockwood, U. S. A. Their son was Henry Hamilton Honoré (father of Mrs. Potter Palmer), who engaged in the hardware business in Louisville. In 1853 he visited Chicago, and upon his return was so enthusiastic over the possibilities he saw there that not only he, but many other prominent families of Louisville, went to Chicago and settled there. Here he invested in real estate located in the business section and became one of the leading merchants of the city. The splendid park system was the result of his initiative and his public spirit. Mrs. Potter Palmer, together with her sister (Mrs. Frederick Dent Grant), was educated at the famous Georgetown, Ky., Convent, a favorite school among the best Southern families. It was not long after her graduation and her entree into society that she met Potter Palmer, a forceful business man and real estate owner of Chicago, to whom she was married, in 1871. The residence which they established in the Lake Shore Drive soon became the center of the social life of the city. Mrs. Palmer was the organizer and the leading spirit of the magnificent balls given for charity or in honor of great civic occasions. To the Hon. William M. Springer, of Illinois, who was a member of the sub-committee of the Quadro-Centennial Committee of the House of Representatives, is due the honor of first proposing that the management of the Columbian Exposition should be shared by a body of women. The clause written by him for that purpose received the cordial approval of his associates on the committee and became a part of the World's Fair bill. At the first meeting of the Columbian Commission, held in June, 1890, it was agreed that the "Board of Lady Managers" should be constituted after the pattern of the commission itself; of two women from each State and Territory and the District of Columbia and also nine members from the city of Chicago, to be appointed by the president of the commission. Thus was brought into existence the Board of Lady Managers, with 115 members. The first meeting was called for 19 Nov., 1890, and was called to order by Thomas W. Palmer, president of the Commission. The next day the Board of Lady Managers gathered for the purpose of permanent organization and to consider whom to choose as president. That the choice fell to Mrs. Potter Palmer, who was unanimously elected, was hardly a surprise. No one could have been more eminently fitted for the position. It depended largely on its president whether the Board of Lady Managers should remain largely an honorary body or whether it should really participate in the executive powers of the general management. This situation became more obvious when the Columbian Commission decided that it could not legally delegate, even to one of its own committees, authority that had been vested in it by Congress, and much less was it inclined to assign any share of its duties to the Board of Lady Managers. When the House of Representatives passed the bill for the expenses of the Columbian Commission for the year 1891-92, there was keen disappointment over the limited amount of the appropriation. This feeling was still further intensified when the Senate reduced the appropriation still more. Mrs. Potter Palmer, as president of the Board of Lady Managers, went to Washington in February, arriving just after this unfavorable action had become known. Accompanied by several members of the Board, she appeared before the Appropriation Committee of the Senate and the House, and made a full explanation of the work planned, or proposed, by the Board of Lady Managers. The result of her appeal was that the appropriation was increased to $95,000, of which $36,000 was for the use of the Board of Lady Managers. The gratitude of the Columbian Commission toward Mrs. Palmer for the efforts which she had exercised so effectively was expressed in a resolution of thanks. But what was more important, nothing could have been so effective in establishing cordial relations between the two bodies, nor could anything have established the authority of the Board of Lady Managers within its own jurisdiction on a more solid basis. The important work that came up next was to persuade the individual states to appoint women's commissions, or committees, to co-operate with the Board of Lady Managers in the general work of representing women at the Exposition. The Columbian Commission, in appealing to the States to participate in the work, was persuaded to add a suggestion that women be appointed, either as members of their respective State Boards, or that they have an organization of their own, in which case a specific sum should be appropriated for their work. Mrs. Palmer and other Illinois members of the Board of Lady Managers next exerted themselves to secure an appropriation from the legislature of that State. Many of the members of the legislature were then visiting Chicago to estimate the scope of the coming Exposition. These were invited to Mrs. Palmer's residence where they were addressed by some of the most active personalities connected with the organization of the Exposition. Afterward Mrs. Palmer visited Springfield, Ill., where she laid before the Appropriations Committee of the legislature a full explanation of the purpose of her organization and asked that a State Board of Women be organized, to which should be given one-tenth of the general appropriation for the State's participation in the Exposition. This was actually done, the Illinois Women's Board received $80,000 out of the entire sum of $800,000. By the fall of the year thirty-one states and territories had followed this example; the work of the Board of Lady Managers was now established on a national basis, largely through the energetic and diplomatic efforts of Mrs. Palmer. The Board of Lady Managers, having been so successful within the limits of the United States, now turned to other countries, encouraged to believe that they might give an international scope to their plans. Here the task was even more delicate, for there now rose before them the obstacles of different languages and national prejudices and customs. The

interest of the Secretary of State was enlisted, but the assistance he promised could not be brought into operation at once on account of his illness. Mrs. Potter Palmer decided to go abroad personally and secure the co-operation of foreign governments, on behalf of women, as she had enlisted the co-operation of the State of Illinois. By means of personal interviews and conferences, she found that the sentiment of the higher officials was uniformly favorable. By the same means, she also aroused the interest of many of the most influential women abroad. The American Minister in London arranged for Mrs. Palmer a private audience with her Royal Highness, the Princess Christian. The Princess was extremely conservative regarding the woman question in general, believing that the place of every woman was in the home, with her children, yet she was persuaded to give her support. She herself suggested the formation of an English Women's Committee for the Columbian Exposition and consented to act as its patroness. In Paris, the Corps Legislatif, before adjournment, had responded to the general invitation to participate in the Exposition by creating a "Committee Provisoire," and Antonin Proust had been appointed Director of Fine Arts. Mrs. Palmer met socially several members of this committee, as well as the Fine Arts Director. Their response was most cordial. A special conference was held and the active assistance of some of the most influential people of the nation was enlisted, among them being Senator Jules Simon, who had presided at a Women's Congress at the Paris Exposition of 1889; Mme. de Morsier, M. and Mme. Jules Siegfried, the former of whom was a member of the Chamber of Deputies and at that time president of the Provisional Committee for the Columbian Exposition; and Mme. Carnot, wife of the President of the French Republic. The result of Mrs. Palmer's efforts was that at a meeting of the Provisional Committee a resolution was adopted authorizing the creation of a committee of French women and appropriating a sum of 200,000 francs with which to finance their work. M. Berger, organizer of the French Exposition, immediately planned an exhibition of the work of women in the Palais de l'Industrie, to be held the following summer, from which a choice was later to be made of the cream of the exhibits and sent to the United States. Mrs Palmer now visited Austria, and here she found a task before her from which the most able of diplomats might well have shrunk. Commercial relations with the United States had been recently broken because of the passage of a high tariff bill. Great distress prevailed in Vienna on account of the unemployment of many who had formerly been occupied in industries exporting heavily to the United States, and this material evidence of the broken-off trade relations created a very bitter sentiment toward all things American. Notwithstanding, Mrs. Palmer was able to interest the Princess Metternich, to whom the idea of a Women's Commission made a strong appeal. Princess Windisgratz, who was at the head of a movement seeking to open new lines of employment for peasant women in the handicrafts, also agreed to co-operate. Having accomplished so much, Mrs. Palmer now turned homeward. She now sought to arouse an interest among the women in those countries she had not visited through the Secretary of State. In due time responses came announcing the formation of women's commissions in Austria, Belgium, Brazil, France, Germany, Great Britain, Guatemala, Italy, Japan, Mexico, the Netherlands, Norway, Russia, Siam, Spain, and Sweden. The hopes that all these promising indications aroused were not to be disappointed. There now developed a women's organization wider in its scope than had ever been brought into existence before, supported by the most influential women all over the world. The British Committee was under the patronage of no less a person than the Queen herself, and its members included such women as the Duchess of Abercorn, the Marchioness of Salisbury, the Countess of Aberdeen, Lady Henry Somerset, Lady Brassey, the Baroness Burdett-Coutts, Lady Knutsford, and many others. In France, Madame Carnot had finally decided to undertake the active presidency of the French Committee. In Germany, another committee was active under the direction of the Princess Friedrich Carl, Fräulein Lange, Frau Morgenstern, and other noted members of the highest nobility. Italy, almost the first to announce its committee, was working under the most active supervision of Queen Margherita. In Belgium, too, the Queen was directly interested. Not least active in her nation's share of the general work was the Queen of Japan. The story of the women's organizations and their work, under the leadership of Mrs. Palmer, forms an integral part of the history of the Columbian Exposition. The culmination of all these efforts, the great meeting held in Chicago in 1892, representing over a million and a half of women all the world over, presided over by Mrs. Palmer, was assuredly an epoch-marking event in the participation of women in the active affairs of the world. As Mrs. Palmer herself remarked in her opening address, on the occasion, it was "The open sesame for woman's participation in national affairs." After the close of the Exposition Mrs. Palmer again resumed her social activities in Chicago, and if there ever had been any question of her absolute leadership in this field, there was none now. For over twenty years she continued in this position, extending her social influence into Europe, where she spent a good part of each year. In Paris her salon became a powerful center of attraction in the social life of the Continent. In 1900 Mrs. Palmer was appointed the only woman member of the United States Commission sent to represent the government at the Paris Exposition, the French government expressing its appreciation of the appointment by awarding her membership to the Legion of Honor. In 1910 she acquired a considerable tract of land on Cerasota Bay, Fla., and here she spends her winters, interested in a sociological experiment which she has initiated: an agricultural colony. Recently she requested the railroad company to build a branch line to her colony, but no notice was taken of it. Whereupon, with her accustomed energy, she undertook to organize a railroad company of her own and began building a road. At this point the railroad company came to terms and agreed to build the branch.

WILLIAM HENRY PEARSON

From the original painting

by Stanley Todd

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THE SONS AND DAUGHTERS OF THE
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PEARSON, William Henry, manufacturer, b. in Lancaster, N. H., 31 July, 1832, eldest son of William and Lucinda Maria (Greenleaf) Pearson. He lived in his native town during his youth, and has always retained a deep affection for the place and for his native state. In the year 1845 his father's family removed to Boston, Mass. In his business career of over forty years he was identified with the boot and shoe industry. In the year 1857 he conducted a shoe store on Hanover Street, later on Washington Street and Temple Place for about twenty-five years. He manufactured shoes at Woburn and Lynn. For twenty-five years he was a deputy collector of the city of Boston. His retirement from that position in his eightieth year, in 1912, was marked by an appreciative testimonial from his associates in the collecting department. He then made his residence in West Newton. He was a member of the Mercantile Library Association, an organization that brought together, during the early Boston days, many of the men prompted by high civic interests. He has served the Independent Order of Odd Fellows as chief patriarch and as grand representative, now (1917) being in the sixty-fourth year of his membership. In early life he became a member of the Massachusetts Charitable Mechanic Association, of Boston, the owners of Mechanics' Building on Huntington Avenue, and has served them as trustee for many terms, and as trustee of their Charity Fund, retiring from the board in the year 1916. He has taken much interest in fraternal societies and gatherings of historic concern. He attended the first meeting of the Massachusetts Society of the Sons of the American Revolution and served on their first board of managers. Six of his ancestors gave service in the Continental army. He is a member of the Society of Colonial Wars in the Commonwealth of Massachusetts, being eligible to membership through more than twenty lines of descent from forbears who gave military or civil service under the Colonial governments; one of whom, Major Jeremiah Swayne, who was severely wounded in the Great Swamp fight when King Philip met his death, and who, later, was appointed commander-in-chief of all the forces of Massachusetts Bay Colony, in 1688, and then led an expedition against the "Indian Enemy, in the direction of the Kennebec." He is descended in the seventh generation from John Pearson, a resident of Lynn and Reading in the year 1637, one of the seven founders and sometime deacon of the First Church of Christ in Reading. The second in the line, Lieut. John Pearson, was chairman of the committee appointed to build the meeting-house on Lynnfield Common, which structure is one of the oldest houses of worship standing in New England (1917). As a boy and young man living at the West End, he was much interested in the amateur games of baseball played on Boston Common, the game then just beginning to be popular. He participated in the organization of the Bowdoin Base Ball Club in the year 1859, which was afterward merged into the Lowell Base Ball Club, named for their captain, John A. Lowell. In the year 1910, Mr. Pearson presented the President's pew in the Washington Memorial Chapel at Valley Forge, Pa. The complement to this beautiful gift, the screen to the President's pew, was given by Mrs. Pearson in the succeeding year. He married on 21 Feb., 1861, at North Whitefield, Me., Nancy Delia Benjamin, daughter of Benaiah and Elizabeth (Noyes) Benjamin. Mrs. Pearson, endeared to many through her devotion to her home and friends, died on 9 June, 1917, after a married life of more than fifty-six years. They had three children: Seth Greenleaf Pearson, who died in 1864, Nella Jane Pearson and Arthur Emmons Pearson (q.v.).

PEARSON, Arthur Emmons, manufacturer, b. in Boston, Mass., 9 Jan., 1869, second son of William Henry and Nancy Delia (Benjamin) Pearson. He resided in Roxbury, a suburb of Boston, and removed to West Newton in 1911. For nearly thirty years his business life has been identified with Hollingsworth and Whitney Company, manufacturers of paper and paper bags. In 1915 he donated the New Hampshire Bay in the Cloister of the Colonies of the Washington Memorial Chapel at Valley Forge, Pa. This is the Sanctuary Bay and from it beautiful memorial doors lead to the chapel and the choir room. The structure is of Holmsburg granite, the interior being lined with Indiana limestone, which stone is also used in the trifold open Gothic window tracery facing on the grassed garth. In the center of the floor of Knoxville marble is a massive seal of the Province of New Hampshire executed in bronze, while the arms of the State of New Hampshire are emblazoned in colors in the center of the oak paneled ceiling. The inscription is cut on the interior structural stone of one of the supporting pillars of the arch. The motto was that furnished by Whitefield and placed on the banner of the troops of the Province of New Hampshire when they moved with the Expedition to Louisburg in the year 1745.

IN THE NAME OF GOD—AMEN

IN TRIBUTE TO THE LOYALTY AND THE SACRIFICE OF THE TROOPS OF THE PROVINCE OF NEW HAMPSHIRE IN THE CONTINENTAL ARMY DURING THE WINTER ENCAMPMENT OF 1777-1778
IN GRATEFUL RECOGNITION OF THE DEVOTION AND THE SERVICE OF THE SONS AND DAUGHTERS OF THE PROVINCE WHO CONTRIBUTED BY WORD OR ACT TOWARD THE ESTABLISHMENT OF AMERICAN INDEPENDENCE AND IN LOVING MEMORY OF AMOS PEARSON, JOHN BENJAMIN, ENSIGN JOSHUA BARRON, LIEUTENANT JONATHAN DERBY, DAVID PAGE, EMMONS STOCKWELL, AND DAVID GREENLEAF, SOLDIERS OF THE REVOLUTIONARY FORCES THIS BAY IS ERECTED BY ARTHUR EMMONS PEARSON. 1915
NIL DESPERANDUM CHRISTO DUCE

On 28 May, 1917, a presentation took place in the bay, when Mr. Pearson donated to the Valley Forge Library a valuable manuscript letter of George Washington, which he has had in his possession for some years. It had been given to him by a relative in whose keeping it had been for considerable period. The letter is dated at Cambridge, Mass., 16

Dec., 1775, while General Washington was in command of the Continental Army and was addressed, "To the Honble The Genl Court of the Province of Massachusetts Bay." Mr. Pearson's guests from Massachusetts included his parents, sister, relatives, and friends. The Rev. W. Herbert Burk, as curator, accepted the gift on behalf of the Library. It was Mr. Pearson's privilege to unveil the John Benjamin Tablet in the chapel (1908). John Benjamin, his maternal great-grandfather, served in Col. Crane's regiment, Massachusetts Artillery, Continental army. In his service of seven consecutive years, he participated in all the principal engagements of the Continental army and the winter encampment at Valley Forge. He died 2 Dec., 1814, at the home of his son, Benaiah, in North Whitefield, Me. The powder horn he carried throughout the Revolutionary War has been presented to the Valley Forge Museum of American History by Mr. Pearson. Lieut. Samuel Benjamin, his brother, gave a long service. His diary and his oath of fidelity witnessed at Valley Forge by Baron De Kalb are in the possession of his descendants. The New Hampshire State Panel in the chapel is the gift of Mr. Pearson and his sister, Miss Nella Jane Pearson. Mr. Pearson has compiled and edited a record of about four hundred progenitors of his father and mother which was published in "Colonial Families of the United States of America," Vol. II (Baltimore, 1911), and a more detailed account including several charts, all of which were published in "American Families of Historic Lineage" (New York). Military and civil services of these families have been given in various state and general society publications. A comprehensive chart, including the allied families, was published in "Colonial Wars," Vol. I, No. 1 (Dec., 1913), the publication of the Society of Colonial Wars in the Commonwealth of Massachusetts, and will appear in their chart book now in the course of preparation. Hiram Pearson, paternal great-grandfather of Mr. Pearson, was one of the petitioners to the legislature of Vermont for the incorporation of the first public library in that state. The emigrant ancestor of Benaiah Benjamin, the maternal grandfather of Mr. Pearson, was John Benjamin, who with his family arrived in Boston Harbor on the ship "Lion," 16 Sept., 1632. In 1642 he owned the largest homestall in Newtowne, now Cambridge, Mass. He had the finest library in New England. In his writings Governor Winthrop says: "Mr. Benjamin's house was unsurpassed in elegance and comfort by any in the vicinity. It was the mansion of intelligence, religion, and hospitality; visited by the clergy of all denominations and by the literati at home and abroad." The will of John Benjamin is in the handwriting of Governor Winthrop. John Benjamin married (1619) Abigail Eddy. She was the daughter of Rev. William Eddy, vicar of St. Dunstan's Church, of Cranbrook, County Kent, England, and Mary, daughter of John and Ellen (Munn) Fosten, whom he married 20 Nov., 1587. Benaiah Benjamin d. 28 Dec., 1888, in his ninety-eighth year. He never failed to vote in the nineteen presidential elections occurring during his majority. Elizabeth Noyes, wife of Benaiah Benjamin, was descended from Nicholas Noyes, who arrived on the ship "Mary and John," from London in the year 1633. This ancestor settled in Newbury, Mass., and married Mary, daughter of Capt. John Cutting, formerly shipmaster of London. His father, Rev. William Noyes, was rector of Choulderton Parish near Salisbury, England, and he was succeeded in the parish by his son, Rev. Nathan Noyes. Rev. William Noyes married in the year 1595 Anne Parker, a sister of Rev. Robert Parker. Mather speaks of Dr. Parker as one of the greatest scholars of the English nation. Elizabeth (Noyes) Benjamin, the mother of Nancy Delia (Benjamin) Pearson, had a remarkable knowledge of the Bible and memorized the Book of Romans in its entirety. She read the New Testament in the Greek, although she did not acquire that language until after her sixtieth year. About thirty of the New England ancestors of Benaiah and Elizabeth (Noyes) Benjamin, gave military and civil services under the Colonial government of the Province of Massachusetts Bay. Mr. Pearson is a life member of the Society for the Preservation of New England Antiquities, the Bostonian Society, and the Society of Colonial Wars in the Commonwealth of Massachusetts: he is a member of the Massachusetts Society of the Sons of the American Revolution and the Society of the War of 1812 in the Commonwealth of Massachusetts.

ABBEY, Henry Eugene, theatrical manager, b. in Akron, Ohio, 27 June, 1846; d. in New York City, 17 Oct., 1896. He was educated in the public schools, and entered business as a clerk in his father's jewelry store, which he inherited in 1871. From a very early age, however, he had been interested in theatrical matters, always holding the ambition of becoming a manager. Accordingly, in 1876, he formed a partnership with John B. Schoeffel, with whom he acquired proprietorship in the Academy of Music in Buffalo. At the end of a year Mr. Abbey came to New York, and became manager of the Park Theater, located at Twenty-second Street and Broadway. In 1880 he went to Europe and made a contract with Sarah Bernhardt for an American tour, which he managed with such ability and success as to win for himself the title "Napoleon of Managers." During 1883-84, in association with Mr. Schoeffel, he controlled the Metropolitan Opera House in New York City, Maurice Grau being business manager. Colonel Mapleson, who was then directing the production of grand opera at the Academy of Music, caused considerable trouble by his opposition, but Mr. Abbey's friends gave him a benefit in 1884, which netted $36,000, and established him on a firmer basis. In 1889-90 he managed the American tours of Adelina Patti and the London Gaiety Company, both notably successful. The firm of Abbey, Schoeffel and Grau again obtained control of the Metropolitan Opera House in 1891, and during the following season presented Italian opera. Mr. Abbey also introduced to the American public such prominent actors as Lawrence Barrett, the elder Sothern, Lotta, Irving, Coquelin, and Jane Hading. In 1893 his firm produced a grand spectacular piece, entitled "America," at the World's Columbian Exposition, Chicago, and the same year they opened Abbey's Theater in New York City. Three years later the firm was dissolved. In

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addition to the theaters already mentioned, Mr. Abbey managed Booth's, the Casino, the Grand Opera House, the Star, and Wallack's in New York City; the Park in Philadelphia; and the Metropolitan, Park, and Tremont Theaters in Boston.

POOR, James Harper, merchant, b. in Boston, Mass., 17 Dec., 1862, son of Edward Erie and Mary (Lane) Poor. He is a descendant of an old New England family of English origin, his first American ancestor being John Poor, who came from Wiltshire, England, in 1635, and settled at Newbury, Mass. From him the line of descent is traced through his son, Henry, who married Abigail Hale; their son, Benjamin, who married Elizabeth Felt; their son, Jeremiah, who married Joanna Carr; their son, Benjamin, who married Ruth Poor; and their son, Benjamin, who married Arline E. Peabody, and was the father of Edward E. Poor. The wife of Benjamin Poor belonged to one of the most notable of the old Massachusetts families, descended from Lieut. Francis Peabody, of St. Albans, Herts, England, who came to America about 1635, and became a large landowner in Massachusetts. Among his descents are George Peabody, the famous philanthropist. James H. Poor received his education in private schools. His natural bent was for business, and, in 1880, while still a boy, he began his career in the dry goods commission house of Jacob Wendell and Company. During the following three years, he evinced unusual aptitude and gained sufficient experience to be of value in his father's firm of Denny, Poor and Company, which he joined in 1883. Here he steadily advanced, and was intrusted with greater responsibilities from year to year. In 1892 he was admitted as a partner, and acted in that capacity till 1898, when he established, together with his brother, E. E. Poor, Jr., the dry goods commission firm of Poor Bros. He entered upon a still larger independent venture in 1901, organizing the firm of J. Harper Poor and Company, of which he was the sole active member. Under his guidance the firm entered upon a period of success, and in 1906 it was consolidated with the dry goods commission house of Amory, Browne and Company, in which, by virtue of his exceptional knowledge of business, his enterprise and executive ability, Mr Poor at once became a chief factor. The firm stands in the front rank of the dry goods commission business, and as in that line the Americans predominate throughout the world, that distinction carries with it international renown. Mr. Poor is noted for his urbanity, and is regarded in the trade as an example of success through a keen sense of business ethics. He is a member of the New York Chamber of Commerce, and the Metropolitan, New York Yacht, Riding, Automobile, and Merchants' Clubs of New York; the Sleepy Hollow and Ardsley Clubs of Westchester, and the Algonquin Club of Boston, Mass. He married 20 Jan., 1885, Evelyn, daughter of Thomas J. Bolton, of New York City. They have two daughters: Evelyn Terry, wife of Philip Parkhurst Gardiner, and Mildred Harper Poor

BRASHEAR, John Alfred, manufacturer and educator, b. at Brownsville, Pa., 24 Nov., 1840, son of Basil B. and Julia (Smith) Brashear. He was educated in the public schools of Pennsylvania and learned the machinist's trade in the works of John Snowden in Pittsburgh. From 1860 to 1870 he engaged in mechanical engineering, and in the latter year he began the construction of astronomical and physical instruments in Pittsburgh. He has been engaged in the manufacture of such instruments since 1880, and during that time has constructed the optical parts of many large telescopes in this country as well as nearly all the large astronomical spectroscopes and astronomical cameras for American observatories. He has also constructed the optical parts of some large telescopes in foreign countries. In 1886 he removed his workshops to Alleghany, Pa., where they are now situated. Much of his time has been devoted to scientific research, and for eighteen years he was associated with Prof. Henry A. Rowland, of Johns Hopkins University, in the development of his diffraction grating. He was a director of the Alleghany Observatory in 1898-1900, acting chancellor of the Western University of Pennsylvania in 1900-02. Dr. Brashear is also a fellow of the American Association for the Advancement of Science (vice-president, 1900) and of the Royal Astronomical Society of Great Britain; past president of the Western Pennsylvania Engineers Society and the Pittsburgh Academy of Arts and Sciences; honorary member of the Royal Astronomical Society of Canada, honorary member of the American Society of Mechanical Engineers (president, 1915); member of the British Astronomical Association, the Société Astronomique de France, the American Philosophical Society, the Astrophysical Society, and the Nautical Geographical Society. The degree of Sc.D. was conferred upon him by the Western University of Pennsylvania and Princeton University and the degree of LL.D by the University of Wooster and Washington and Jefferson College. He was married 25 Sept., 1862, to Phoebe, daughter of Thomas Stewart, of Pittsburgh, Pa.

GLIDDEN, Joseph Farwell, inventor and manufacturer, b. in Charlestown, Sullivan County, N. H., 18 Jan., 1813; d. at De Kalb, Ill., in 1906. He was the son of David and Polly Hurd Glidden, who, while Joseph was still an infant, removed to Orleans County, N. Y. His boyhood and youth were spent at farm work of various kinds, while during the winter months he attended the district school. For a time he was a student in Middlebury Academy, in Genesee County, and in the seminary at Lima, N. Y. After teaching school a few years he went to Illinois, in the fall of 1842. Thence he proceeded to Detroit, Mich., with two threshing-machines of primitive construction and spent a month on the wheat farms of Michigan, operating his threshers with the assistance of his brother, William, and two other men. Having acquired some capital, he purchased a tract of land in De Kalb, Ill., which he began to improve and develop. The scarcity of timber in that part of the country making the cost of fencing very high, Mr. Glidden set about devising some cheaper means of inclosing his stock farm. It was in this manner that he invented the barbed wire, with which his name is most broadly connected. In 1873 he applied for a patent, which was granted. He then entered into partner-

ship with I. L. Ellwood, a hardware merchant and business man of De Kalb, and manufacturing was begun under the firm name of Glidden and Ellwood. In 1876 he sold his interest in the business to the Washburn and Moen Manufacturing Company, of Worcester, Mass., but continued to draw large royalties until 1891. Mr. Glidden was also owner of the De Kalb Roller Mills, vice-president of the De Kalb National Bank from its organization in 1883 and proprietor of the Glidden House. He was elected county sheriff in 1852, being the last Democratic official of the county. Mr. Glidden was twice married. In 1837 he married Clarissa Foster, in Clarendon, N. Y. Mrs. Glidden and her three children died. In 1851 Mr. Glidden married Lucinda Warne. They had one daughter, Elva Frances, now Mrs. W. H. Bush, of Chicago.

ALDEN, Cynthia M. (Westover), philanthropist and author, b. in Afton, Ia., 31 May, 1862, daughter of Oliver S. and Lucinda (Lewis) Westover. Her father was a descendant of the Westovers, who emigrated from Holland in the early part of the seventeenth century, settling in Virginia. On her maternal side she was descended from Francis Lewis, one of the signers of the Declaration of Independence. After her graduation at the University of Colorado and the Denver Business College, she taught bookkeeping, geology, and vocal music for several years. In 1882 she went to New York, where she studied singing, and later became a soprano soloist in church choirs. She received several offers to go on the opera stage, all of which she declined. The study of languages commanded her attention, and she soon mastered several foreign tongues. She tested her knowledge in the annual Civil Service examinations, and in 1887 headed a list of 200 for the appointment of U. S. Customs Inspectress. She accepted the position and figured prominently in several important seizures. She acted as interpreter on German, French, Italian, and Spanish steamships and won for herself an enviable position in the service. In 1900 she became secretary to Hans S. Beattie, the street-cleaning commissioner of New York, and for her interest in the department workers she became known as the "workingman's friend." She invented and patented a dump cart with movable body, and suggested the use of the small carts used by the street-cleaners to collect the accumulations of dirt after the day's cleaning. In 1893 she began writing stories for the newspapers and magazines, and in 1895 edited the woman's page of the New York "Recorder," and later was connected with the New York "Tribune," the New York "Herald," and the "Ladies' Home Journal," with which she was associated for ten years. Mrs. Alden is the author of several books, among them "Manhattan Historic and Artistic" (1892); "Bushby, or Child Life in the Far West" (1896); and "Women's Ways of Earning Money" (1904). Mrs. Alden is best known for her activity in helping to found the International Sunshine Society, in 1896, which has now a membership of over 100,000. She is president-general of the Sunshine Society, and in 1904 started the International Sunshine Branch for the Blind. Mrs. Alden has contributed many hundred articles on philanthropic and educational work. On 15 Aug., 1896, she was married to John Alden, an editor of the Brooklyn "Daily Eagle," and nephew of Henry Mills Alden, of "Harper's Magazine."

PEARSON, William Edward, civil engineer, b. in New York City, 24 Oct., 1869, son of Edward Asher and Sophia Downing (Owens) Pearson, and a descendant of John Pearson, of Lynn and Reading (1615-79). From early childhood his home was in Orange, N. J., until he entered Princeton College in the class of 1892; he attended the John C. Green School of Science in special course of civil engineering. On the completion of his studies he became the civil engineer for one of the largest concessions issued under the World's Columbian Exposition Commission. He then entered the employ of the Cape Ann Granite Company and from 1896 to 1901 was superintendent of their Gloucester quarries. In December, 1901, he sailed from Seattle for the Philippine Islands, by way of Japan. After being out five days the ship was found to be on fire, and the return to port was delayed for twenty-four hours owing to the heavy seas. After a second embarkation, he arrived in Manila, P. I., to superintend all the stone work required for the building of a breakwater, the dredging of the harbor, and the construction of the new docks at that place, under the government contract held by the Atlantic Gulf and Pacific Company. The work necessitated the tunneling and chambering of a hill 468 feet high; the blast was the largest ever exploded in the East, all of the rock required then being dislodged. He later entered the Bureau of Engineering of the Civil Government of the Philippine Islands, and was appointed supervisor of Cagayan Province. The trip to the seat of the local government from Manila required two weeks. He exceeded the usual length of service in this trying climate, returning through Japan to the United States in 1905. He became first assistant superintendent of construction on the Yuma Dam on the Colorado River, then in course of building by J. G. White Engineering Corporation. This project was for the irrigation of a large area of hitherto useless land. The next work on which he was engaged was the construction and installation of the dam and hydro-electric plant on the Yadkin River by the Rockingham Power Company. In 1908 he was employed by the Connecticut River Power Company, now a part of the New England Power Company, which supplies power for public utilities and industrial concerns in all of the New England States excepting the State of Maine. His work at first was toward the construction of their dam at Brattleboro, Vt., the completion of which inundated a large portion of the adjacent river basin. Mr. Pearson was much employed in the adjustment of incidental land takings. For several years he has superintended the purchasing of rights of way for their high-power transmission lines. Mr. Pearson now resides in Worcester, Mass (1917). He is a member of the Massachusetts Society of the Sons of the American Revolution, Union Lodge No. 11, Free and Accepted Masons, of Orange, N. J., and the Princeton Club, of New York City. He married at Gloucester, Mass., 23 Dec., 1909, Caroline Frances Hillier.

PEARSON, Edward Lowry, merchant, b. at Orange, N. J., 16 Nov., 1880, son of Edward Asher and Annie Anderson (Lowry) Pearson. He is descended in the eighth generation from John Pearson (1615-79), of Lynn and Reading, Mass., whose son, Lieut. John Pearson, was chairman of the committee appointed to effect the establishment of Lynnfield and representative to the General Court, 1702-03 and 1710-11. Capt. James Pearson, the third of the line in America, was a resident of Lynnfield, later removing to Haverhill, Mass. Mr. Pearson's great-great-grandfather, Amos Pearson, answered the call at Lexington, April 19, 1775 (see "Colonial Families of United States of America," Vol. II, Baltimore, 1911). His maternal grandfather, Maxwell Lowry, for many years was an importer and dealer in linens in Boston, Mass.; a stalwart personality of kindly attributes, and a beloved and prominent layman of the Congregational Church. His ancestry was Scotch, his forbears having lived in Aberdeen. His business necessitated frequent trips to Europe. Mrs. Lowry survives her husband and is now in her ninety-fourth year (1917). Her maiden name was Jane Stitt; her brother, John Riddle Stitt, was first lieutenant of the Twenty-eighth Massachusetts Regiment of the Union Army. He was wounded in the second Battle of Bull Run. Mrs. Lowry is descended from Sir Ralphs Styte (Stitt), who came to England from Holland with his sovereign, William III, of England, Prince of Orange. He was given a grant of land in the North of Ireland. The home of Mrs. Lowry's father was Ballycreely at Ballynahinch, some few miles from Belfast. Many of the men of the family held commissions in the British army. For several years Mr. Pearson was a successful traveling salesman for one of the leading shoe manufacturers of Brockton, Mass. He is now a wholesale and retail dealer in installed vacuum-cleaning plants and electrical household utilities. Mr. Pearson is a member of the Brockton Commercial Club. He is a member of the Episcopalian Club of Massachusetts and as a choir boy participated in many of the choir festivals in the cathedral and other Boston churches. He is a vestryman of St. Paul's Protestant Episcopal Church of Brockton, Mass.

EDISON, Thomas Alva, inventor, b. in Alva, Ohio, 11 Feb., 1847. His mother, who had been a teacher, gave him the little schooling he received, and at the age of twelve he became a newsboy on the Grand Trunk line running into Detroit. While thus engaged he acquired the habit of reading. He also studied qualitative analysis, and conducted chemical experiments on the train till an accident caused the prohibition of further work of the kind. Afterward he obtained the exclusive right of selling newspapers on the road, and, with the aid of four assistants, he set in type and printed the "Grand Trunk Herald," which he sold with his other papers. The operations of the telegraph, which he constantly witnessed in the stations along the road, awakened his interest, and he improvised rude means of transmitting messages between his father's home in Port Huron and the house of a neighbor. Finally a station-master, whose child he had rescued in front of a coming train at the risk of his own life, taught him telegraph operating, and he wandered for several years over the United States and Canada, acquiring great skill in this art, but frequently neglected his practical duties for studies and experiments in electric science. At this time he invented an automatic repeater, by means of which a message could be transferred from one wire to another without the aid of an operator, and in 1864 conceived the idea of sending two messages at once over the same wire, which led to his experiments in duplex telegraphy. Later he was called to Boston and placed in charge of the "crack" New York wire. While in that city he continued his experiments, and perfected his duplex telegraph, but it did not succeed till 1872. He came to New York in 1871, and soon afterward became superintendent of the Gold and Stock Company, inventing the printing telegraph for gold and stock quotations. For the manufacture of this appliance he established a large workshop at Newark, N. J., and continued there till 1876, when he removed to Menlo Park, N. J., and thenceforth devoted his whole attention to inventing. Among his principal inventions are his system of duplex telegraphy, which he subsequently developed into quadruplex and sextuplex transmission; the carbon telephone transmitter, now used by nearly all telephones throughout the world, in which the variation in the current is produced by the variable resistance of a solid conductor subjected to pressure, rendering more faithfully than any other transmitter the inflections and changes in the intensity of the vocal sounds to be transmitted; the microtasimeter, used for the detection, on the same principle, of small variations in temperature, and successfully employed during the total eclipse of 1878 to demonstrate the presence of heat in the sun's corona; the aerophone, which may be used to amplify sound without impairing the distinctness of articulation; and the megaphone, which, when inserted in the ear, so magnifies sounds that faint whispers may be heard at a distance of 1,000 feet. The phonograph, which records sound in such a manner that it may be reproduced at will; and the phonometer, an apparatus for measuring the force of sound-waves produced by the human voice, are inventions of this period. His attention then became absorbed in the problem of electric lighting. He believed that the process of lighting by the voltaic arc, in which great results had already been achieved by Charles F. Brush, would never answer for general illumination, and so devoted himself to the perfection of the incandescent lamp. After entirely perfecting a device for a lamp with a platinum burner, he adopted a filament of carbon inclosed in a glass chamber from which the air was almost completely exhausted. He also solved the problem of the commercial subdivision of the light in a system of general distribution of electricity, like gas, and in December, 1879, gave a public exhibition in Menlo Park of a complete system of electric lighting. This was the first instance of subdivision of the electric light, and created great interest throughout the world, especially as scientific experts had testified before a committee of the English House of Commons in the previous year that such a subdivision

was impossible. His system is now in general use, and in 1882 Mr. Edison went to New York for the purpose of supervising its establishment in that city. From 1880 to 1885, while still engaged in developing his electric light system, he found opportunity to plan crushing and separating machinery. On this subject his first patent was issued early in 1880. Mr. Edison says: "I felt certain that there must be large bodies of magnetite in the East which, if crushed and concentrated, would satisfy the wants of the Eastern furnaces for steel-making. Having determined to investigate the mountain region of New Jersey, I constructed a very sensitive magnetic needle which would dip toward the earth if brought over any considerable body of magnetic iron ore. . . . I had a number of men survey a strip reaching from Lower Canada to North Carolina. . . . The amount of ore disclosed by this survey was simply fabulous." Mr. Edison, conceiving the idea of constructing enormous rolls which would be capable of crushing rocks of greater size than ever before attempted, reasoned that the advantages to be obtained would be fourfold, viz.: a minimum of machinery and parts; a greater compactness; saving of power; and greater economy in mining. Through no fault of the inventor or the invention, the colossal magnetic ore-milling enterprise did not prove successful. Hence he turned his attention toward the production of Portland cement. He began to manufacture the Edison Portland cement by new processes, some of which have been preserved as trade secrets. He then set himself to produce the "poured cement house," which involved the overcoming of many engineering and other technical difficulties, all of which he attacked with vigor and disposed of patiently, one by one. The result of this invention, which is practically a gift to the workingman, not only of America, but of the world, will be that, sooner or later, all who care to do so will forsake the crowded and insanitary tenements, and be comfortably housed "far from the madding crowd" at a mere nominal monthly rental. The suggestion of the possibility of securing the reproductions of animate motion was made many years before the instantaneous photograph became possible. The kinetoscope was the earliest form of exhibiting machines. This was an apparatus by which a positive print was exhibited to the eyes through a small aperture or peep-hole. In 1895 the films were applied to magic lanterns in modified forms, projecting the images upon a screen. The industry has developed with great rapidity since that date, and all the principal manufacturers of motion pictures are paying a royalty to Edison under his basic patents. The development of the motion picture has resulted in the creation of an art that must always make a special appeal to the mind and emotions of mankind. In 1900 Mr. Edison undertook to solve the problem of the storage-battery. After completing more than ten thousand preliminary experiments, he began to obtain some positive results, and now has so far perfected the storage-battery as to render it entirely suitable for truck and automobile work, and the moving of street and railroad cars. In "Popular Electricity" for June, 1910, Mr. Edison says: "For years past I have been trying to perfect a storage-battery, and have now rendered it entirely suitable to automobile and other work. There is absolutely no reason why horses should be allowed within city limits; for between the gasoline and electric car, no room is left for them. They are not needed. The cow and pig have gone, and the horse is still more undesirable. A higher public ideal of health and cleanliness is working toward such banishment very swiftly; and then we shall have decent streets, instead of stables made out of strips of cobble-stones bordered by sidewalks." Mr. Edison has invented a system of train-telegraphy between stations and trains in motion, by which messages can be sent from the moving train to the central office, the precursor of wireless telegraphy. He has also invented a method of separating placer gold by a dry process. During the Spanish-American War, Edison suggested to the navy department the adoption of a compound of calcium carbide and calcium phosphite, which, when fired in a shell from a gun, would explode and ignite on striking the water, thereby producing a blaze that, during several minutes, would render visible the vessels of a hostile fleet for miles around. A large number of electrical instruments are included in Mr. Edison's inventions, many of them in their original forms being devised for his systems of light and power. Among his numerous devices for which he has filed caveats at the patent office in Washington, the following have been named: Forty-one inventions pertaining to the phonograph; eight forms of electric lamps using infusible earthy oxides and brought to high incandescence *in vacuo* by high potential current of several thousand volts; a loud-speaking telephone with quartz cylinder and beam of ultra-violet light; four forms of arc light with special carbons; a thermostatic motor; a device for mechanically sealing together the inside part and bulb of an incandescent lamp; regulators for dynamos and motors; three devices for utilizing vibrations beyond the ultra-violet; a great variety of methods for coating incandescent lamp filaments with silicon, titanium, chromium, osmium, boron, etc ; several methods of making porous filaments; a number of methods of producing squirted filaments of various materials; seventeen different methods and devices for separating magnetic ores; a continuously operative primary battery; a musical instrument operating one of Helmholtz's artificial larynxes; a siren operated by the explosion of small quantities of oxygen and hydrogen mixed; three other sirens giving vocal sounds or articulate speech; a device for projecting sound-waves to a distance in a straight line and without spreading, on the principle of smoke-rings; a device for continuously indicating on a galvanometer the varying depths of the ocean; a method of largely preventing the friction of water against the hull of a vessel, and incidentally preventing fouling by barnacles; a telephone receiver by which the vibrations of the diaphragm are appreciably amplified; two methods of space telegraphy at sea; an improved and extended string-telephone; de-

Francis M. Hodgson

vices and methods of talking through water for considerable distances; an audiphone for deaf persons; a sound-bridge for measuring resistance of tubes and other materials for conveying sound; a method of testing a magnet to discover the existence of flaws in the iron or steel of which it is composed; a method of distilling liquids by an incandescent conductor immersed in the liquid; a method of obtaining electricity directly from coal; an engine operated by steam produced by the hydration and dehydration of metallic salts; a device for telegraphing photographically; a carbon crucible kept brilliantly incandescent by current *in vacuo*, for obtaining reaction with refractory metals; a device for examining combinations of colors and their changes by rotation at different speeds. Mr. Edison's fertility in invention is nothing short of amazing. It has been said that his guess is more than a mere starting-point, and often turns out to be the final solution of a problem. Even "the failure of an experiment simply means to him that he has found something else that will not work, thus bringing the possible goal a little nearer by a process of painstaking elimination." In 1878 Mr. Edison received the degree of Ph.D. from Union College, and the same year was made Chevalier, and later Officer and Commander of the Legion of Honor by the French government. In 1903 he was appointed honorary chief consulting engineer of the St. Louis Exposition of 1904. Mr. Edison has married twice. His first wife was Mary G. Stilwell whom he wedded in 1873; his second wife was Miss Miller, of Ohio.

FERGUSON, Francis Marion, contractor, b. 1 Oct., 1863, at Corydon, Wayne County, Ia.; d. at Denver, Colo., 22 June, 1910. His father, Oliver Ferguson, was a pioneer contractor in railway construction, and an important factor in the history of several of the foremost railroads of the United States. His business, already extensive at the time of his death, was immensely augmented by the enterprise of his son. Francis M. Ferguson received his education in the public schools of his native state, but at an early age entered the wider school of practical experience, as an employee of his father, who was a firm believer in the educational principle, "learn by doing." Moreover, he insisted that his son learn the business literally from the bottom. Thus, his first assignment was as "water boy" for one of his father's construction gangs, his duty being to keep the men supplied with drinking water But, as if imbued with the strenuous spirit of his father, the boy never faltered, and even in this humble capacity soon made a reputation for unflagging industry and an ambition to cope with every duty as it emerged, which must have won promotion for any lad, even for one not actually in training for the headship of an already vast and increasing business. In consequence, therefore, of his faithfulness and willingness to obey, he was steadily promoted to more and more responsible positions, as his abilities were developed, and in 1889 at the youthful age of twenty-six years, he had proved himself worthy to assume the duties of partner with his father in the firm of Oliver Ferguson and Son, then organized. The new firm continued actively in the work of railway construction, and, as if in demonstration of the extraordinary aptitude and enterprise of the young partner, its operations were so rapidly extended as to double their former profits within the next six years. In 1896, after the death of his father, Mr. Ferguson removed to New York City, where, with the co-operation of his brother and others, among whom may be mentioned James Gilfillan, a former treasurer of the United States, he organized the Ferguson Construction Company, with offices at 37 Wall Street. In the new company Francis M. Ferguson was the sole organizing and directing head, and it is due largely to his executive ability, to his knowledge of men and conditions, and to his untiring zeal in discovering and measuring all the difficulties to be encountered in the execution of any given contract that the company won and retained a unique reputation in its line, and had constantly in process several extensive contracts It is estimated that Mr. Ferguson, during his comparatively brief lifetime, constructed more than 3,000 miles of railway, and was identified, during three decades, with the greatest railroad construction works in both East and West. Conspicuous among these was the extension of the Wabash Railway into Pittsburgh, which although but twelve miles in length presented unusual difficulties. Several tunnels had to be driven, notably that on the Northern shore of the Bononga hela River which was 1,111 yards in length and cost at a rate exceeding $400,000 per mile. Among other notable contracts were twenty-eight miles of track for the West Side Belt Railroad, at Pittsburgh; twenty miles for the Pittsburgh, Bessemer and Lake Erie Railroad; fifteen miles for the Erie and Jersey Railroad above Port Jervis, where unusually heavy grades were encountered and unusually large cuts made; also the Coal and Coke Road in West Virginia, and on the "Mackay System," in Indiana. Considerable construction work was also done for the Chesapeake and Ohio, the Baltimore and Ohio, the Pennsylvania and the Lake Shore Railroads, as well as for the New York, Westchester and Boston Suburban lines. Extensive improvements were also made in river and canal conditions; including a large contract on the Erie Canal for building two of the largest locks at Waterford, N. Y. In several of the states bordering on the Mississippi and its tributaries, three levees, which were built, required the handling of over 6,000,000 cubic yards of earth. Still another of the enterprises of the firm was the construction of over 100 miles of gravel highway in the State of Indiana. The magnitude of these undertakings, which represent, however, but a small portion of the work done by the Ferguson Contracting Company, serves to indicate the exceptional ability of its executive head. Francis M. Ferguson was one of the younger generation of American contractors, and believed implicitly in the efficacy of thorough organization of his forces and the use of special and improved devices for increasing output or diminishing expenses. His death, at a comparatively early age, was hastened by exposure to the rarefied atmosphere of Denver, whither he had gone to arrange for an extensive contract, his death occurring

on the very day on which he had submitted his bid. Mr. Ferguson was married 1 Oct., 1905, to Bertha B. Henshaw, of Chicago, who survives him with one daughter. His acquaintance in business circles was extensive, particularly among those of railroad and contracting interests. At the time of his death he was president, treasurer, and director of the Ferguson Contracting Company; president of the Cobleskill Crushed Stone Company; chairman of the board of directors of the Ferguson and Edmondson Company; of the Ferguson-Gerow Company, Limited, and of the Hamilton Contracting Company. He was a member of the New York, Manhattan, New York Athletic, Lawyers' and Economic Clubs, and of the Business Railway Association.

AIKENS, Andrew Jackson, editor, b. at Barnard, Vt., 31 Oct., 1830; d. in Milwaukee, Wis., 22 Jan., 1909. He completed the high school course at Barnard at the age of fifteen, and served an apprenticeship of four years in a printing-office at Woodstock, Vt. His ability as a writer soon gained recognition and at an early age he became editor of the Woodstock newspaper. Shortly after he established a weekly paper at Bennington, Vt., and later, one at North Adams, Mass. He was engaged for a time as reporter in the State legislature for a Boston paper, leaving that employment to act as western correspondent for the New York "Evening Post." In 1854 he visited Milwaukee and secured the editorship of the "Evening Wisconsin," to whose upbuilding he devoted all his energies until it became one of the most prominent and prosperous newspapers of the West. Mr. Aikens deserves particular notice as the originator of the so-called "patent inside," now so widely used by country newspapers. On the plan of supplying to such publications ready printed inside pages including general news, fiction, and useful and amusing items, together with considerable advertising, several large establishments throughout the country now conduct a thriving business, while greatly assisting small editors, who are thus saved the preparation of so much copy and the cost of additional printing. The country editor then fills only the outside pages with local news and advertising. This plan was originated during the Civil War, when, owing to the absence of so many men at the front, small local editors were often unable to bring out editions of their papers. One of these appealed to Mr. Aikens for assistance in 1863, and he forthwith devised the ready expedient of reprinting the inside pages of the "Evening Wisconsin" with the front and back pages of the local newspaper.

BERWIND, Edward J., financier, b. in Philadelphia, 17 June, 1848. He was graduated in the U. S. Naval Academy, Annapolis, Md., in 1869, and appointed ensign in the navy, 4 July, 1870. In due course of service he became a master 24 March, 1872, but retired on 14 May, 1875, his title being changed to lieutenant (junior grade) 3 March, 1883. After his retirement, Mr. Berwind gave his attention to business enterprises, particularly in connection with the production and distribution of coal. He founded, and became president of, the Berwind-White Coal Mining Company, which is now one of the largest concerns of its kind in the country, controlling several extensive mines. Mr. Berwind is also president of the International Coal Company, the Havana Coal Company, the Wilmore Coal Company, and the Ocean Coal Company; is a trustee of the Morton Trust Company; is a director of the Alexandria Coal Company, of the Atchison, Topeka and Santa Fe Railway Company, the Fifth Avenue Trust Company, the Santa Fe, Prescott and Phoenix Railway, the Virginia Iron, Coal and Coke Company, the Colorado and Southern Railroad, the National Bank of Commerce, and the Girard Trust Company of Philadelphia. He is a member of the Metropolitan, Union, University, New York Yacht, Racquet and Tennis, and Riding Clubs of New York City; of the Philadelphia Club of Philadelphia, the Union Club of Boston, and the Metropolitan Club of Washington. He is also a member of the U. S. Naval Academy Alumni Association, and of the Metropolitan Museum of Art, Geographical Society, and the American Museum of Natural History.

BOGUE, Virgil Gay, civil engineer, b. in Norfolk, N. Y., 16 July, 1846; d. at sea, on steamship "Esperanza," 14 Oct., 1916, son of George Charles and Mary W. (Perry) Bogue. Through his father he was directly descended from John Bogue, of Glasgow, Scotland, who came to this country in 1680 and settled at East Haddam, Mass. His father, George Chase Bogue, was a prominent broker on the Produce Exchange, well able to give his son all the advantages of a thorough education. After his preliminary school training, young Bogue was a student at the Claverack School, a military academy on the Hudson. At the age of fifteen he entered General Russell's School at New Haven, Conn., also a military institution which prepared boys for admission to West Point. From this school, where he stood highest in his class, he entered Rensselaer Polytechnique Institute, graduating in 1868 as grand marshal of his class, and with the degree of C.E. Before the close of that year he received an appointment as assistant engineer of Prospect Park, in Brooklyn, N. Y. He did not remain long here, however, for soon afterward he went to South America and assisted in the construction of the Oroya Railroad, the famous trans-Andean system, in Peru, an experience which covered eight years. Then, for a year, he was manager of the Trujillo Railroad, also in Peru. Returning to the United States, Mr. Bogue became assistant engineer of the Northern Pacific Railroad, his experience in building railroads over mountainous country making him especially valuable, some of the work he had performed on the Oroya Railroad being over 15,000 feet above sea level. It was during this period of his professional career that Mr. Bogue discovered the Stampede Pass in the Cascade Mountains and supervised the construction of that branch of the Northern Pacific across Idaho and Washington. In 1886 he resigned his position to become chief engineer of the Union Pacific Railroad, a position he filled for five years, also acting as chief engineer of the Western Pacific Railroad for a period. He was in charge of the construction of the latter railroad and its western terminus, on San Francisco Bay. In 1891, Mr. Bogue went to New York and there opened an office as a con-

Virgil G. Bogue

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sulting engineer, after which he was at various times employed by a great number of big investors, corporations, and four governments, both in this country and abroad. During these later years he led a very busy life, for by this time he had acquired an international reputation as one of the foremost civil engineers of the world. Among some of the big construction undertakings of which he was consulted were the railroad across South Island, in New Zealand, and the terminal of the Western Maryland Railroad, in Baltimore, the latter being built according to his plans and under his supervision. He has done considerable consulting work on the Canadian Pacific and the Grand Trunk Pacific, on the latter building the terminal at Prince Rupert, British Columbia, also for the Tehuantepec Railroad, Mexico. He was a member of the commission of experts appointed by President Harrison to survey the Columbia River and to devise means for deepening it for navigation. He prepared the plan and report for Greater Seattle, Wash., and for the harbor of Tacoma and for Gray's Harbor, Wash. Under the administration of Mayor Strong he acted as consulting engineer for the Department of Public Works, of New York City. From 1905 to 1909 he was chief engineer and vice-president of the Western Pacific Railroad. In the civil engineering world of his time, Mr. Bogue easily stood forth as one of its foremost figures, one whose opinion and advice were sought and given weighty consideration all over the civilized globe. His peculiar specialty was solving the difficulties of railroad construction over country so rough and mountainous as to puzzle the skill of the average engineer, and here his superior knowledge was frankly recognized by his colleagues in the profession. As a personality he was no less respected and admired. He was a man of remarkable poise; he had the reputation of never having shown anger. Rugged as the mountains whose ridges and spurs he overcame, he was direct in his dealings with his fellow men, in consequence of which he numbered his friends among the people of many lands and of many tongues. Mr. Bogue was a member of the American Society of Civil Engineers (also a director) and a fellow of the American Geographic Society. He was also a member of the Union League Club, in New York, the Merchants' Association, the Engineers' Club, the Pacific Union Club, of San Francisco, and various other clubs. On 1 March, 1872, Mr. Bogue married Sybil Estelle Russell, the daughter of John Russell, of Canton, N. Y., and a sister of the late Justice Leslie W. Russell. They have had four children, three of whom survive: Samuel Russell, and Virginia and Malcolm Bogue.

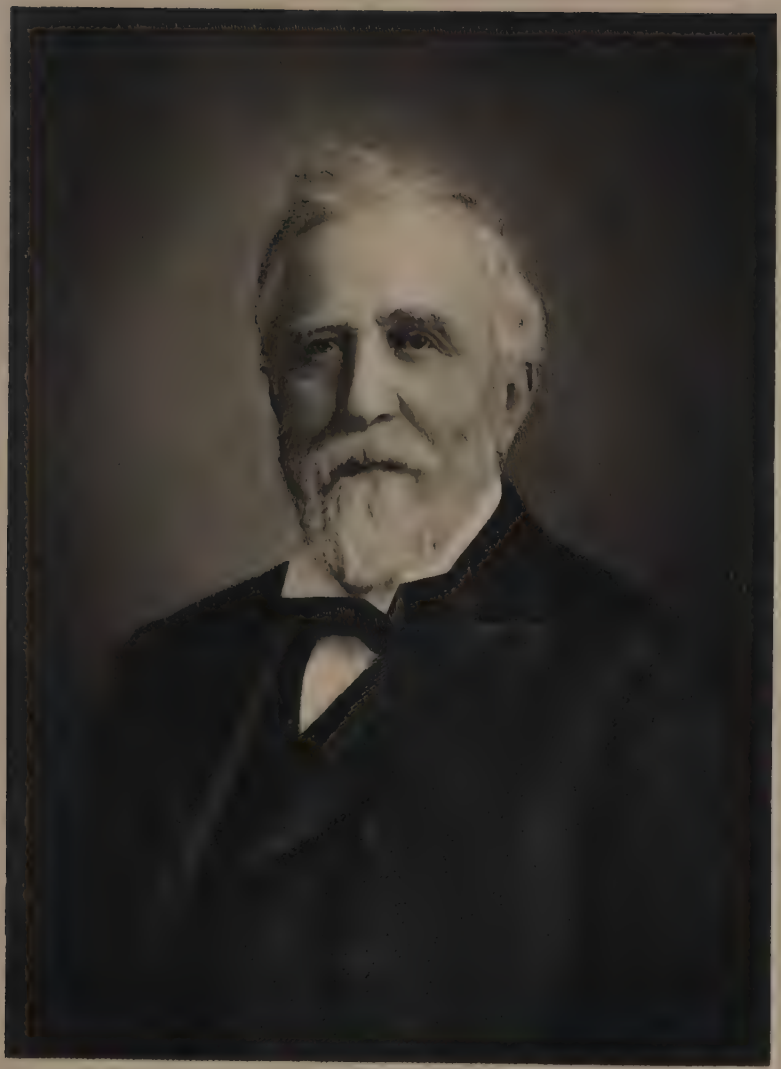
PARKER, Robert Meade, railroad president and manufacturer, b. in Newark, N. J., 19 Sept., 1864, son of Hon. Cortlandt and Elizabeth (Stites) Parker. His earliest American ancestor was Elisha Parker, a native of England, who settled in Barnstable, Mass., in 1640, and removed to New Jersey in 1667. Mr. Parker's father, Hon. Cortlandt Parker, was a noted jurist, diplomat, and orator. For two years (1878-80) he attended St. Paul's School, at Concord, N. H., and after a year at Philips Exeter Academy, completed his education at Princeton University, where he graduated A.B., in 1885. He served for a short time as clerk in the office of the president of the Erie Railroad Company, becoming a division freight agent in 1890, and six years later assistant general freight agent. He was promoted to general freight agent in 1902, successfully filling that office until 1905, when he became traffic manager of the American Sugar Refining Company. He was elected president of the Brooklyn Cooperage Company in 1906, which position he has held until the present time. He is also president of the Pennsylvania Stave, the Butler County Railroad, and the Great Western Land Companies, and vice-president of the Oleona Railroad Company. Mr. Parker is interested in military affairs, particularly in the volunteer service. He served as a private in the Essex Troop of New Jersey for eight years, and on the outbreak of the Spanish-American War received a commission in the Twelfth Infantry, New York Volunteers, having charge of the field equipment of the regiment. He resigned his commission at the close of the war; later he joined the Twelfth Regiment, N. Y. N. G., and was elected captain of Company A in 1900. He resigned 1 Jan., 1908. Mr. Parker is a member of the University, Union, Brook, New York Yacht, and Midday Clubs, and of Holland Lodge, Free and Accepted Masons, of New York City. He is also a member of the Essex Club of Newark, N. J.

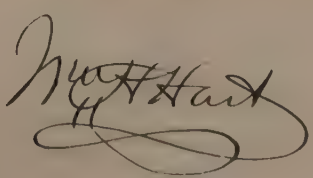
STRUVE, Henry G., lawyer, b. in the Grand Duchy of Oldenburg, Germany, 17 Nov., 1836, son of Frederick W. and Marie Margaret (Classen) Struve. He received an academic education in the German schools, but in 1852 came to this country. He went to the Western coast in 1854 and settled in Amidor County, Cal., where he pursued various occupations for a number of years, numbering among them mining, the study of law, and journalism. In 1859 he was admitted to the bar, but in February, 1860, removed to Vancouver County, Wash., and purchased the Vancouver "Chronicle," which he conducted for one year. In the winter of 1861 he resumed law practice, and soon afterward was elected district attorney of the Second Judicial District of Washington, serving for nearly four terms by re-election, and resigning from the office in 1869. In 1865 he was elected to the State legislature, in which he was a member and chairman of the judiciary committee, and in 1867 he was elected to the legislative council (State senate) and served as its president for the first biennial session, and also for the session of 1869-70. He was also chairman of the Ways and Means Committee, and in that capacity introduced the common property law, an important measure regulating the rights in property interests of married people and was largely instrumental in securing its passage. In 1871 Mr. Struve once more took up journalistic work in Olympia, Wash., as managing editor of the "Daily Courier," the leading daily Republican newspaper of the territory. He soon won a wide reputation throughout the State for his fearless expression of his views and convictions as to public matters; his clear vision and vigorous thought, and his elegant diction and unusual gifts of expression. In recognition of his signal services in

behalf of the Republican party in his State and his general ability, Mr. Struve was appointed by President Grant as secretary of Washington Territory, which position he retained until the end of General Grant's first presidential term. In 1882 he was chosen as a delegate to the National Republican Convention which nominated Grant for his second presidential term. In 1877 he was appointed a member of the commission to codify the laws of Washington Territory. After one year's work, however, he found his public duties so far interfering with his professional life that he was compelled to resign from the commission. Two years later he removed to Seattle, then fast becoming the metropolis of the Northwest coast, and formed a law partnership with John Leary under the firm name of Struve and Leary. In 1880 Col. J. C. Haines became a partner; after four years of successful practice Maurice McMicken took Mr Leary's place, and in 1889, Colonel Haines withdrew. In 1893 Senator John B Allen became associated with the firm as a member, and a reorganization took place under the style of Struve, Allen, Hughes and McMicken. Judge Struve had become prominently identified with the civic life of Seattle when, in 1882, he was elected mayor. He served for two terms, by re-election His administration of the affairs of the city was notable for the many improvements made, and an increase in population from 5,000 to 10,000 inhabitants He was also interested in the cause of higher education, and in 1879 was appointed regent of the Territorial University, serving by reappointment until the expiration of four terms, for the most of which time he was president of the board. He did much to extend and perfect facilities for public education in Seattle, and from 1844 to 1887 was a director on the board of education of that city and was responsible for many improvements in the public school system. He was reappointed advocate-general in 1886, and was supervising court reporter in 1887, having under his charge the preparation of the third volume of Washington Territorial Reports He was one of the board of freeholders, which, in 1890, drew up the city charter, in accordance with which the municipal affairs of Seattle are now conducted, and served on that body as chairman of the committee on judiciary and title lands. Another innovation in the municipal affairs of Seattle, which was largely due to Mr Struve's initiative and executive ability, is the cable system of street railways of that city He was himself a large stockholder in the Madison Street line, and its president from the time of its organization to 1899 He was also one of the organizers of the Home Insurance Company and an incorporator of the Boston National Bank, having served on its board of directors and as its president. Mr. Struve is a member of the Independent Order of Odd Fellows and other societies In 1874 he was elected grand master of the Grand Lodge of Odd Fellows in Oregon, which embraced under its jurisdiction the States of Washington, Oregon, and Idaho In 1876 he was elected representative sovereign of the Grand Lodge of the Order He married in October, 1863, Lascelle Knighton, at Vancouver, Wash., and is the father of four children.

WAKEFIELD, William J. C., lawyer, b. in Ludlow, Vt., 4 Sept., 1862, son of Luther F. and Lorinda L. (Place) Wakefield. He traces his descent from John Wakefield, who emigrated to this country from Gravesend, England, in 1647, settling in Martha's Vineyard, Mass. On his maternal side he is a descendant of old New England stock. He was educated in the public schools of Ludlow, and was graduated at Dartmouth College in 1885. Going West thereafter he taught school in Austin, Nev. He then studied law in the office of Judge McKenna. After spending some time in Nevada, he removed to San José, Cal., where he completed his legal studies in the office of Archer and Bowden. He was admitted to the bar in 1889, and then moved to Spokane, Wash., where he engaged in the practice of law with Judge L. B. Nash, a partnership which continued until 1892, when he associated with George M. Forster, forming the firm of Forster and Wakefield. Following the death of Mr. Forster in 1905, he organized with A. W. Witherspoon the firm of Wakefield and Witherspoon, a connection he still continues. Through their conscientious and aggressive efforts in the interests of clients, during the past twenty years, they have established a large and profitable practice. Since 1890 Mr. Wakefield has held the office of master of chancery in the U. S circuit court. He was a member of the national guard of Nevada and Washington for many years, retiring from the latter with the rank of lieutenant-colonel and chief signal officer. He is an officer and director in many corporations that are active in the development of the resources of Eastern Washington, Northern Idaho, and Western Montana. Throughout his long residence in Spokane, Mr. Wakefield has been prominently identified with its welfare and progress, and is an enthusiastic supporter of every movement to advance its material interests. He is a member of the American, Washington, and Spokane Bar Associations and of many social, educational, and athletic clubs On 10 June, 1896, he married Louise, daughter of Arnold Annmann, of Springfield, Ill., and they have six children.

HART, William Henry, manufacturer, b. in New Britain, Conn., 25 July, 1834, son of George and Elizabeth Frances (Booth) Hart. He is a direct descendant of Stephen Hart, who came to this country from South Baintree, England, early in the seventeenth century and settled in Farmington, Conn. On his maternal side, his grandparents were Cyrus and Nancy (North) Booth, of New Britain (the latter a sister of Seth J. North). His father, George Hart (1800-90), was engaged in trucking, stage and express business, between New Britain and Hartford Upon the opening of the New Britain station (H. P. & F. R. R.) 1 Jan., 1850, he became its first passenger and freight agent. William H. Hart was educated in the public schools of his native town, and with his studies combined the responsibility of assisting his father at the railroad station, assuming the clerical work of the passenger and freight departments. At the age of seventeen, his executive ability was already notable, and he was authorized by the superintendent to make special transportation contracts for the company, of which he thus became nomi-





nally the acting agent. This was an unusual burden for a lad of seventeen, but he nevertheless kept up his school work and was graduated from the New Britain high school at the age of nineteen. Upon his graduation he devoted himself entirely to railroad work. He rapidly made friends among the traveling public, among whom F. T. Stanley and C. B. Erwin, president of the Russell and Erwin Manufacturing Company, attracted by the young man's assiduous attention to his duties, prevailed upon the senior Hart to permit his son to accept a position with the Stanley Works, at New Britain, of which Mr. Stanley was founder and president, and Mr. Erwin a director. The Stanley Works was incorporated in New Britain in August, 1852, for the manufacture of wrought-iron door butts and hinges. In March, 1854, he entered the employ of this concern and two months later, 16 May, 1854, although only nineteen, was elected its secretary and treasurer. Such rapid advancement needs no commentary. When Mr. Hart became connected with the Stanley Company its capital was but $30,000, it employed but twenty-five hands, and the nature of current competition made its outlook rather dubious. Within six years after his selection as secretary and treasurer he assumed general management of the business. The most formidable of its competitors at this time was the West Troy Hinge Company of West Troy, N. Y., situated on the west bank of the Hudson River, opposite the Burden Iron Works of Troy, from whom hinge manufacturers bought their raw material. This advantageous location, combined with the fact that a branch of the Erie Canal was within 200 feet of its shipping-room door, enabled this competitor to receive the raw material and ship the finished product at an average of $5.00 less per ton than the various transshipments cost the Stanley Works. Furthermore, its capital was about half a million dollars and the company manufactured a much larger line than the Stanley Works, which enabled it to control 90 per cent. of the trade. Mr. Hart essayed to combat these apparently insurmountable disadvantages with such superior efficiency that this competitor was finally included among the numerous concerns absorbed by the Stanley Works. This is entirely due to his genius for detail, the very cornerstone of success in manufacturing. He made an exhaustive study of the various methods of factory operation, and effected surprising economies in the different branches. He immediately recognized the extravagance of the methods in vogue in the manufacture of hinges, and gradually reduced the number of operations to less than one-half. By substituting machinery in place of hand power he lowered the labor cost to about one-third and saved 17 per cent. in metal without affecting the weight or quality of the product. He invented the "Hart corrugated hinge," in which the corrugations were extended from the strap, around the pin at the joint, greatly strengthening the weakest spot in a hinge. The value of this achievement is universally recognized. He made and patented the first wrought barrel bolt, in which the entire barrel was made of one piece of metal, superseding the former style of bolt of four pieces. In all the other departments also he introduced important changes. In 1868 the company resumed the manufacture of wrought-iron door butts, which it had discontinued in 1857 because of insufficient capital. This resumption was due to the demands of the hardware dealers who preferred to purchase both wrought-iron butts and hinges from the same manufacturer. Under Mr. Hart's management the company's business then began to attain remarkable proportions, and for years it has controlled a large percentage of the entire wrought door butt business of the United States. He originated a large proportion of the varied products added during the fifty years, 1857 to 1907, which compose the extensive line now manufactured by the Stanley Works, many of which he patented. He invented the machinery by which three butts instead of one were made at one operation, and by further experimenting along such lines he introduced a process that revolutionized the manufacture of builders' hardware. It resulted in the Stanley Works being the first in this country to bring iron hoops and bands to uniform thickness, thereby materially reducing the labor cost; the first to produce a fine surface by passing the cold metal between highly polished steel rolls, and the first to make use of steel sufficiently ductile to roll hinge joints cold, without breaking. The hand-filed surface of a hinge imported from Europe suggested significant possibilities to him, and he thereupon invented a machine for polishing both sides of the iron plates from which are cut the blanks for butts and hinges. It consisted of six pairs of wheels, regulated by springs of varied pressure or screws, and coated with emery of graduated strength, between which the plates were passed, and finished top and bottom at the same time. His subsequent development of this device, which included methods of feeding strips to emery wheels or steel rolls, resulted in his becoming pioneer in the production of cold-rolled iron and steel strips of which over twenty million dollars' worth are used in the United States annually. In his experiments in 1870 and 1871 to substitute polished iron in place of hot-rolled iron, he imported soft iron from Sweden, which, while not entirely suitable, led him on to further effort. He next experimented with crucible steel, but this was too expensive and not sufficiently ductile. A further trial with soft steel hoops and bands of American manufacture enabled him to bring to perfection the process of polishing by cold-rolling. By this new method steel was reduced to a uniform thickness, impossible by the hot-rolling process, and at a great reduction in cost of manufacture, as few workmen were necessary. The Stanley Works enjoyed six years' exclusive knowledge of this improvement, which was the great factor that finally gave the concern mastery of the wrought door-butt industry in the western hemisphere. Mr. Hart's ingenuity was applied to every department of the industry. In the packing and shipping departments he recognized the inconvenience of the method then in general use —wrapping in paper—and invented a paper box for packing hardware which is not only still in use by the company, but has been universally adopted. As the sides of the cover were the same depth as the box its strength

was nearly doubled. This convenience and durability, their fine appearance on retailers' shelves, in contrast with partly emptied paper packages, and the excellent system of labeling them, caught the quick appreciation of dealers throughout the country. Undoubtedly two million of these—"Hart's Style"—paper boxes are used in the United States daily. Many discouragements of a financial nature were experienced during the formative period of the original company (1855-80). Besides vigorous competition, insufficient capital constantly retarded the growth of the business and even imperiled its existence. Insufficient factory space reduced the efficiency of manufacture fully 25 per cent., as was afterward shown by actual test. When Mr. Hart became associated with the Stanley Works the company owned a small piece of land with two small buildings. This was the beginning of the immense Stanley Works of the present, with its numerous modern buildings requiring twenty acres of ground for its factories, storehouses, and factory yards, at New Britain, and a hot rolling-mill at Bridgewater, Mass., and factories at Niles, Ohio. During the first six years of the concern's existence, Mr. Hart was its only bookkeeper; to-day it employs an office force of over 200 men and women. Since his connection with the company, its employees have increased from twenty-five to several thousand and its capital from $30,000 to an investment of about two hundred times that amount. Its 6,500 separate products require a catalogue of 260 pages, whereas fourteen pages were sufficient in 1857. Mr. Hart early recognized the importance of using only the best machinery obtainable, and all of his economies have been effected by assiduous application of this principle. In acquiring the leading position in the builders' hardware industry, the Stanley Works naturally vanquished many competitors; during the first forty years eighteen manufacturers voluntarily abandoned the business. Mr. Hart's association with the Stanley Works has been one of sustained activity for sixty-three years. He was elected its secretary and treasurer 16 May, 1854; resigned as secretary in 1872, eighteen years after; was elected president in 1885; resigned as treasurer in 1904, after half a century; and continued in the presidency until February, 1915, a term of thirty years in that office. At the age of eighty he resigned to assume the chairmanship of the Board of Directors, which position had been created for him and in which he retains the important and responsible duties of purchasing practically all the iron and steel, as he has for sixty-three years; also the duties of selecting and purchasing all real estate and the general management of the shipping and transportation departments. As general manager of the company, he has visited at various times the hardware trade throughout the United States and Europe, and by accurate observation gleaned information of great value to his company. Although the company bears the name of its founder, Frederick T. Stanley, its development has been largely due to the efforts of Mr. Hart. His ability to select proper men has been another important factor in the efficiency the company has attained. The responsible positions always have been occupied by men who have served long apprenticeship with the company. They include the following members of his own family; George Peck Hart, president of the Stanley Works, who also has been for many years general manager of the sales department; Edward H. Hart, general manager of the export department who has had twenty-five years' experience in that line, five years of which was in London, England, South Africa, and Australia; Walter H. Hart, assistant secretary and manager of the hardware manufacturing department and the machinery and tool department; Howard S. Hart, president of the Hart and Cooley Company, the Fafnir Bearing Company, and the Hart and Hutchinson Company, all of New Britain; Maxwell S. Hart, formerly superintendent of the cold-rolled steel department, and now vice-president and general manager of the Hart and Hutchinson Company; and E. A. Moore, Mr. Hart's son-in-law, who is vice-president and general manager of the several manufacturing departments of the Stanley Works, and president of the Canada Steel Goods Company, of Hamilton, Ont. Mr. Hart is recognized as the dean of the New Britain manufacturers. Since 1857 he has been an active member and held various offices in the South Congregational Church, having been its treasurer from 1859 to 1896. He always has been actively interested in the Y. M. C. A. of New Britain, now an organization of 1,200 members. He was its president for seven years and a director for thirty. He was president of the Board of Directors of the New Britain General Hospital for three years and has been a director since its organization, twenty-five years ago. He has been director in the New Britain National Bank since 1866, over a half century; in the Savings Bank of New Britain, eight years, and in the New Britain Institute since 1855, fifty-two years. On 21 Nov., 1916, he was elected president of the New Britain Institute to succeed the late Prof. David N. Camp. Mr. Hart has been a member of the National Association of Manufacturers for forty years, and served as its vice-president for Connecticut. He has also been a member of the New Britain Club since its organization thirty years ago, having served as its president for two years, and a member of the Hardware Club of New York for thirty years. Mr. Hart has established a beautiful summer colony known as "Hart Haven" at Oak Bluffs, Martha's Vineyard, Mass., where he purchased about sixty acres of land, including two of the large ponds for which that section is famous. He has made of these ponds a land-locked harbor with an opening through the beach into the sea. Besides his own home, five of his children have built residences near the shore of one of the ponds. The extensive improvements he is making include the creation of "Martha's Park," named in honor of the three Marthas of the family, namely, his wife, his daughter (Mrs. E. A. Moore), and his granddaughter. On 19 Sept., 1855, Mr. Hart married Martha, daughter of Elnathan and Mary (Dewey) Peck, of New Britain, and they are the parents of seven children: Charles William, who died early in life; one daughter, Martha, wife of E. A. Moore, and the five surviving sons already mentioned. His sons and son-in-law are associated in his business enterprises.

Frederick Billings

BILLINGS, Frederick, lawyer and financier, b. in Royalton, Vt., 27 Sept., 1823; d. in Woodstock, Vt., 30 Sept., 1890, son of Oel and Sophia (Wetherbe) Billings. He traces his descent through fifteen generations, to John Billing, of Rowell, who took his name from the place of his abode, about four miles from the borough of Northampton, England. The line descends to John Billing's eldest son, Sir Thomas Billing (now spelled Billings), and follows to Nicholas, John, William, Roger, Richard, three generations named William, Joseph, Samuel, John, and Oel. Samuel and John Billings served in the Revolution; after the war John settled in Royalton, Vt., and became a leading citizen of that place. His son, Oel Billings, became a merchant in Royalton; but in 1835, when Frederick was twelve years old, his father removed to Woodstock, where he died in November, 1871. Frederick was the fourth of nine children. At the age of sixteen he entered Kimball Union Academy, and the following year entered the University of Vermont, where he was graduated in 1844. He then began the study of law in the office of Hon. Oliver P. Chandler, and in 1846 was appointed, by Gov. Horace Eaton, secretary of civil and military affairs for Vermont, a place he held for two years. In 1848 he was admitted to the bar of Windsor County. As he was about to enter upon his profession, an event occurred which shaped his future career. The discovery of gold in California had roused the country to fever heat, and Mr. Billings resolved to try his fortune in that distant region. Three years earlier his sister, Laura, had married Capt. Bezer Simmons, of New Bedford, who had made several whaling voyages from New Bedford to the Pacific Coast. Simmons and Billings decided to visit the new El Dorado. On 1 Feb., 1849, they began their journey to San Francisco by the Panama route, Mrs. Simmons accompanying them. Accommodations aboard boat and on land were not all that could be desired, and during the delay in the city of Panama, they were exposed to the Panama fever which Mrs. Simmons contracted and from which she died shortly after reaching San Francisco. Mr. Billings opened the first law office in that city and entered upon the successful practice of his profession. He organized the law firm of Halleck, Peachy, Billings and Park, which was dissolved in 1861, when Mr. Billings accompanied General Fremont to England on business connected with the general's great Mariposa estate. Mr. Billings resumed his practice in San Francisco in 1863, but the following year returned to Woodstock to make his home there. During his residence of fifteen years in California he was active in the various movements for the establishment of law, order, institutions of education, religion, and civic government. He participated in the organization of the first Presbyterian Church in San Francisco, and was one of the original members of the San Francisco Bible Society. Mr. Billings occupied the responsible position of attorney-general of California, but held no other political office during his residence on the Pacific Coast. In 1869 Mr. Billings purchased the Marsh estate in Woodstock, Vt., which he almost wholly reconstructed, so that the convenience and elegance of the buildings thereon resembled "one of the baronial estates of the old world." He was interested in trans-continental railways, and especially in the Northern Pacific, which was then in the course of construction. About 500 miles of the road had been completed when the panic of 1873 crippled the builders, Jay Cooke and Company, who defaulted upon a large bonded indebtedness. Mr. Billings made extensive purchases of the depressed securities of the company and became its controlling spirit. He prepared the plan by which, after foreclosure proceedings, the company was reorganized with preferred stock to represent the former bonded indebtedness. The newspapers ridiculed the idea as "a wild scheme to build a railroad from nowhere through no man's land to no place." Mr. Billings brought new capital into the company, marketed the vast tracts of land granted by Congress, and ere long the preferred stock which had sold at $8.00 a share rose to $80.00. Mr. Billings served as chairman of the executive committee of the board of directors from 1875 to 1879, and as president of the company from 1879 to 1881. During the period of his presidency the work of construction was rapidly pushed forward. This was the crowning achievement of his business career, though he lent his life to many other corporate enterprises. Following his retirement from the presidency of the Northern Pacific Railroad in 1881, his strength became greatly impaired. His care and overwork in early life had too seriously taxed his energies to rally under the most skillful medical care. At the time of his death he was a director or trustee of the American Exchange National Bank, the Farmers' Loan and Trust Company, the Delaware and Hudson Canal Company, the Manhattan Life Insurance Company, the Manhattan Savings Institution, the Presbyterian Hospital, and the Hospital for Ruptured and Crippled, all of New York City; also the Connecticut River Railroad, the Vermont Valley and Sullivan County Railroads, the Connecticut and Passumpsic, and the Rutland Railroad Companies. He was president of the Woodstock Railway Company and the Woodstock National Bank. Mr. Billings was to the end of his life an important factor in the commercial and industrial progress of the country. He possessed the abilities of an organizer and an executive, two distinct capacities which are seldom to be found in one man. He was conspicuous for integrity in business; was a man of singularly graceful and polished manners, and was held in such high esteem that he was once offered the presidency of the University of California. His loyal affection for his alma mater prompted him to purchase for the University of Vermont the George P. Marsh Library, richer in philological treasures than any other in the country. He erected a building in Burlington, Vt., which became known as the Billings Library. He gave $50,000 to Amherst College as a memorial of his son, Parmly, who died soon after his graduation, and a similar sum to Mr. Moody's School at Northfield, Mass. He built a church in that town in Montana which takes its name from him. Another thoughtful and spirited work for his townspeople was the transformation of Mt. Tom into a beautiful forest park, where people may seek health and

pleasure. In 1889 he reconstructed the old white meeting-house in Woodstock, at a cost of $65,000, for the purpose of preserving its historic identity. Few men of recent years have done more than Mr. Billings for the welfare of human society. He was never a politician, nor did he seek public office. He was a candidate for the Republican nomination for governor, but this he neither welcomed nor desired. Many voices were raised in eulogy at the time of his death. Rev. Dr. Matthew H. Buckham, president of the University of Vermont, said of him: "In his intellectual, his emotional, his moral, his executive qualities, he was a gifted man, and his gifts were of the large and royal kind. He was great also in his humility. I am disposed to say that to those who knew him well he never seemed so great as in his humility. We all know that humility never seems so charming as in a man of power, when, in scriptural phrase, such a man is clothed with humility, when he seeks to hide self behind its unobtrusive drapery. There is a modesty which knows its worth, but shrinks from exposing it to the common gaze. There is a true humility, which in its lofty appreciation of transcendent merit, sets a low estimate on itself and all its belongings. This deep humility was that of Mr. Billings. His standard was of the highest. His appreciation of excellence was so keen and so discriminating, in literature, in art, in learning, in statesmanship, above all in character, that he could not do otherwise than set before him the mark of a high calling and judge himself thereby." Dr. Henry Van Dyke said of him: "Few people realized how large and many-sided a man he was. Providence directed his life into a certain practical channel, into which he threw himself with such intense energy and marked ability, that the name became identified with the rescue of the Northern Pacific Railroad from ruin, and its successful completion. In his gifts to hospitals and colleges, and above all to the church, he was princely; not because he gave largely, though he did that; not because he gave carelessly, for that he never did; but because he gave as one who had the good cause at heart; because he made it his own cause. There was a fountain of manly tenderness in the granite of his nature." Mr. Billings married 31 March, 1862, Julia, daughter of Dr. Eleazer Parmly, of New York City, by whom he had seven children.

HAY, John, statesman and author, b. in Salem, Ind., 8 Oct., 1838; d. in Newbury, N. H., 1 July, 1905, son of Dr. Charles and Helen (Leonard) Hay. He was a descendant of John Hay, a member of a Scotch family, resident in Germany, who settled in Virginia in 1750. Early in life he showed himself the inheritor of brilliant talents. He was graduated at Brown University in 1858; and after reading law at Springfield, Ill., was admitted to the bar. He never practiced the profession, however, for in 1861, at the age of twenty-three, he went to Washington, as one of President Lincoln's secretaries, being thereby thrown into the very midst of one of the greatest struggles of modern times. In 1864 he served in the army under Generals Hunter and Gilmore, attained the rank of major, and was brevetted colonel for honorable and efficient service. Recalled to the White House as aide-de-camp to the President, he remained on duty in that position until Mr. Lincoln's assassination. During the years 1865-67 Colonel Hay acted as secretary of the legation at Paris; the years 1869-70 he spent in the same capacity at Madrid; and for a short time was chargé d'affaires at Vienna. In 1870, during the absence of Whitelaw Reid in Europe, he entered upon his journalistic career on the staff of the New York "Tribune," taking full charge during Mr. Reid's absence. After holding this position for five years, he settled in Cleveland, Ohio, in 1875, and became actively interested in Republican politics. In 1879 he was called to Washington by President Hayes, to accept the post of Assistant Secretary of State. In 1881 he was president of the International Sanitary Congress. Through the administrations of Arthur, Cleveland, and Harrison, Colonel Hay was out of public life, devoting his time to writing his "History of Lincoln." It was at a sacrifice that he responded to the urgent call of President McKinley to accept the office of Ambassador to England, where he represented his country for the fourth time in European capitals. While he was in London the Spanish-American War was in progress, and his able negotiations proved his value, and added much to the prestige of the American people. In recognition of his services President McKinley asked him to return and assume the portfolio of Secretary of State. Though not constitutionally strong, and realizing the strain incident to the work, he accepted the call as a matter of duty. In his new office he guided the affairs of state quietly and wisely. His first important work was the securing of a *modus vivendi* with Great Britain, providing a temporary boundary line on the Alaskan coast without surrendering any of the tide-water privileges for which Canada was contending. Subsequently the matter was permanently settled in favor of the United States. In September, 1899, he secured for the United States equal commercial consideration with other great powers in China, by securing a formal declaration in favor of the "open door" to world commerce. In the same year he effected a satisfactory settlement of the Samoan question, Great Britain withdrawing its territorial claims, and leaving the island to be divided between the United States and Germany. He also negotiated about this time several treaties of reciprocity. Early in 1900 he formulated the famous Hay-Pauncefote Treaty, concerning the Isthmian Canal, which in the following December was so amended by the Senate as to make it unacceptable to Great Britain. He also formulated the second Hay-Pauncefote Treaty, which was ratified by the Senate and the British government and which made possible the building of the canal. He negotiated altogether about fifty treaties and conventions; rounded out the system of extradition treaties; signed five international agreements of The Hague Conference regarding international arbitration; secured a settlement of the controversy with Turkey over the Armenian disturbances, giving an indemnity of $95,000, and the rebuilding of the wrecked Christian missions; negotiated the new peace and friendship treaty with Spain; and drafted

the original Panama Canal Treaty with Colombia, providing for the payment of $10,000,000 cash and $250,000 annually for 100 years after the tenth year, which was rejected by Colombia, but afterward agreed to by the new republic of Panama. The recognition of that republic after the outbreak of the revolution was considered by some to be too prompt, and, protested by Colombia, has been a matter of controversy ever since. The action, however, secured the construction of the Panama Canal, after arrangements for the utilization of concessions secured by the French Panama Canal Company had been made. Upon the tragic death of President McKinley in 1901, Mr. Hay continued, upon the earnest solicitation of President Roosevelt, to carry out the policies of the Administration. Just previous to this Secretary Hay's son, Adelbert, was killed by a fall from a window, and soon after followed a series of misfortunes in his family. The physical exhaustion attendant upon the discharge of his duty combined with these griefs undoubtedly hastened his death. John Hay was a man who united force of character with singular charm of manner. He was sensitive and had a natural fastidiousness of mind that made him shrink from all that could suggest bad taste. Yet at the time of his death a notable writer said, "Perhaps the best and truest thing to be said about John Hay is that everybody who had the good fortune to get really close to him loved him. He had an American sympathy for all the oppressed." Aside from his services as a statesman Mr. Hay left some permanent and valuable contributions to literature. He had a singular felicity of expression that manifested itself in even his most informal notes, and which stood him in good stead in his diplomatic correspondence and negotiation. He first gave proof of his skill in verse in a class poem at Brown University, and later became the author of a number of other poems, essays, and, with John Nicolay, of one of the most important biographies of Abraham Lincoln. In this work, published in ten volumes, the authors brought to their task abundant information, trained faculties, literary skill, and a sympathetic admiration for their subject born of close friendship and association. The history remains a work of permanent value. His "Castilian Days" (1871) was a brilliant study of foreign life, ranging from transitory social phases to the study of important national and political aspects of Spanish life. The "Pike County Ballads and Other Pieces" (1871), including "Jim Bludso" and "Little Breeches," have become popular classics. They portray a phase of the bygone West and bear the stamp of being written by one personally cognizant of its life and sympathetic with its types. An enlarged edition of Colonel Hay's serious and humorous verses appeared in 1890. A novel, "The Breadwinners," dealing with the labor question and published anonymously (1880) attracted great attention and was generally accredited to Colonel Hay, although he would never acknowledge his authorship. On 4 Feb., 1874, Secretary Hay was married to Miss Clara L. Stone, daughter of Amasa and Julia A. (Gleason) Stone, of Cleveland, Ohio.

LOW, Seth, educator, mayor of New York, b. in Brooklyn, N. Y., 18 Jan., 1850; d. at Bedford Hills, N. Y., 17 Sept., 1916, son of Abiel Abbott and Ellen (Dow) Low. He was descended from the earliest settlers of Massachusetts. His grandfather, after his graduation at Harvard University, in 1828, located in New York City. His father, who was president of the chamber of commerce (1863-66), founded the well-known tea and silk importing firm of A. A. Low and Bros., and owned over a dozen of those graceful clipper ships which had made the American merchant marine famous at that time by their swift passage around Cape Horn to the Orient. Seth Low received his education in the Brooklyn Polytechnic Institute, and was graduated at Columbia College in 1870. His career as a student was a brilliant one, both in study and in athletics. He distinguished himself in tennis, football, bowling, and billiards, and was often pitted against the famous Hamilton Fish on the gridiron. Dr. Barnard, who was then president of Columbia, was especially attracted toward him and said, in a letter to a friend: "I have just had a long talk with young Low, the first scholar in the college and the most manly young fellow we have had here in many a year." Immediately after graduation Mr. Low made an extensive trip abroad, to complete his education by means of personal observation of foreign countries. Upon his return he entered his father's office, at first as a clerk, but on his father's retirement he took his place as head of the firm. As a resident of Brooklyn Mr. Low showed an active interest in the affairs of the city. When only twenty-eight years of age, he organized and became the first president of the Brooklyn Bureau of Charities, the purpose of this organization being to establish the distribution of the public charities on an efficient basis in Kings County, where for years it had been notoriously bad. Together with hundreds of other public-spirited citizens, Mr. Low gave his time freely to a close supervision of the needs of the poorer classes in the county and city. The bureau was the fourth organization of its kind in the country and effected a vast economy in the distribution of charity. At about the same time Mr. Low became active in municipal politics and organized the Young Republican Club, of which he was the first president. This club was essentially different from the ordinary political clubs, in that its members were forbidden to seek nomination for public office, its main object being to organize citizens interested in bettering political conditions in the party. Its strength in the municipal campaign was a tremendous surprise to the regular politicians, most of whom could not imagine an interest in politics not actuated by a desire for the spoils of office. Municipal affairs were then in a deplorable condition throughout New York State, as a result from the waste and corruption of the Tweed ring in New York City. To cure these evils Mr. Low, backed by his club, determined to carry on an active campaign against the corrupt influences which, so far as municipal affairs were concerned, should not be along party lines. In the political campaign of 1881, which was the first under the new city charter, General Tracy had been nominated candidate for mayor by the Republicans and Mr. Ropes by the Independ-

ents. Obviously this split would make it impossible to triumph over the machine. General Tracy suggested, therefore, that both candidates retire in favor of Mr. Low as candidate for both factions. The other candidate agreeing, Mr. Low was nominated and was elected mayor of Brooklyn by a large majority. So pleased was the electorate with his administration, that, two years later, he was re-elected for a second term. Mr. Low's two administrations brought him the enthusiastic praise of people in all parts of the country. By injecting strict business principles into the administrative affairs of the city he effected great economies and remarkable reforms. Aside from that, he was absolutely fearless in following the dictates of his own judgment. On appointing the heads of departments he made it a condition with each of his appointees that he should hold his resignation at the instant disposal of the mayor, which was an innovation in politics that brought a great deal of criticism from the old-time politicians. The most outstanding results of his administration were the reform of the tax collection system, the extension and improvement of the schools, the development of bridge facilities, the improvement of public works, and, above all, the establishment of the merit system in the lower grades of the civil service, another innovation distinctly distasteful to the professional politicians. After a long period of retirement Mr. Low again entered politics, in 1897, this time in New York City, being then nominated by the leaders of the reform movement as their candidate for mayor. On account of the Republicans refusing to support the Fusion ticket, Mr. Low was defeated by the Tammany Democracy. In 1900 he again ran for mayor at the head of the reformers, and this time he was elected by a large majority. His administration of the affairs of New York City was no less successful than his administration in Brooklyn had been. In 1881 Mr. Low had been appointed a member of the board of trustees of Columbia College. In 1890 he was offered the presidency of that institution, to succeed Dr. Barnard. Without any pretensions to being an educator, he proved himself quite as able as an administrator of an institution of learning as of a city. Through his efforts the university was removed from its cramped quarters on Madison Avenue to its present location on Morningside Heights. Through his influence it received many large gifts, and gradually he made it one of the leading centers of learning in the United States, with more students than any other university. He himself gave $1,000,000 with which to build the present magnificent library building, in memory of his father. Aside from this, he effected the co-ordination of the various schools, and founded the University Council, which brought into the sphere of the university's influence more than 5,000 students and 500 professors and instructors. It was Mr. Low who first voiced the idea of specialization for universities, which he stated in the following words: "Each college has its specific need. When I was in Chicago I urged the university of that city to become an authority on railroads, since it was situated in the greatest railroad center of the country. While at Johns Hopkins I said that university should give its attention to the negro problem. I believe also that the University of California should devote itself to the Asiatic question. As for Columbia, situated in this city, I believe that its attention should be turned to finance, and on the human side it should study carefully the immigration question. Each institution should attempt to become an authority on that subject to which its geographical situation makes it best adapted." In 1901 Mr. Low resigned the presidency of the university, but he continued as one of the trustees until 1914, when he completely ended his connection with the institution, after serving on its board for thirty-three years. Mr. Low has held many offices of a semi-public nature. In 1899 President McKinley appointed him one of the delegates from this country to the Peace Conference at The Hague. He took a prominent part in the proceedings of this international body, and his services were highly commended by the President. After his retirement from active participation in politics, he still took part in the effort to bring about reforms in the State election laws. He was also keenly interested in all problems affected by the relations between capital and labor, notably as one of the most active members of the Civic Federation, it being his belief that capital and labor needed only to understand each other better to work together in harmony. He was prominent as an arbitrator in labor disputes; in November, 1914, he was one of the commission of three appointed by President Wilson to settle the coal strike in Colorado. In the same year he was elected president of the chamber of commerce, in which he was especially active after the outbreak of the European War. He was also chairman of the executive committee of Tuskegee Institute. At the recent State Constitutional Convention in New York he was chairman of the Committee on City Government. Within recent years he became interested in the food supply problem, involving the constantly increasing cost of living and became convinced that this difficulty could best be solved by democratic co-operation among farmers and consumers. He was president of the Bedford Farmers' Co-operative Association. He was also one of the founders of the Co-operative Wholesale Corporation of New York City, an organization which sought to bring about a business federation of all the consumers' co-operative store societies in the East, but not being in sympathy with the radical tendency of this phase of the co-operative movement, he finally resigned and devoted himself entirely to the agricultural phase of co-operation Mr. Low was also a trustee of the Carnegie Institute of Washington. On 9 Dec., 1880, Mr. Low married Annie Wroe Scollay, daughter of Justice Benjamin Robins Curtis, of the U. S. Supreme Court. Mr. and Mrs. Low had no children, but adopted two nieces and a nephew.

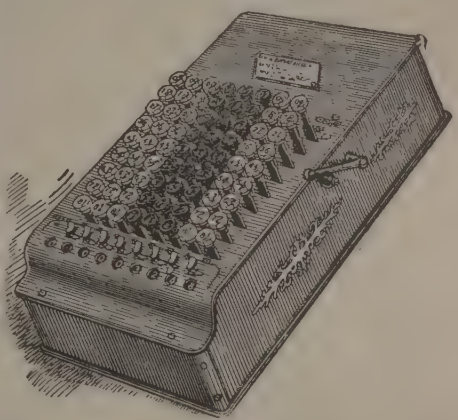
FELT, Dorr Eugene, inventor and manufacturer, b. in Beloit, Wis., 18 March, 1863. He was the eldest of the twelve children of Eugene Kincaid and Elizabeth (Morris) Felt, and is a descendant in the seventh generation from George Felt (1601-93), a native of England,

this time he was elected by a large majority. His administration of the affairs of New York City was no less successful than his administration in Brooklyn had been. In 1881 Mr. Low had been appointed a member of the board of trustees of Columbia College. In 1890 he was offered the presidency of that institution to succeed Dr. Barnard. Without any pretensions to being an educator, he proved himself quite as able an administrator of an institution of learning as of a city. Through his efforts the

was situated in the

Sam Eugene Field

who came to Massachusetts Bay Colony about 1628, residing at Casco Bay, Me., for many years, and died at Malden, Mass. From George Felt and his wife, Prudence Wilkinson, of Charlestown, Mass., the line of descent runs through their son, Moses, and his wife, Lydia; through their son, Aaron, and his wife, Mary Wyatt; through their son, Joseph, and his wife, Elizabeth Spofford, and through their son, Asa George, and his wife, Elizabeth Spofford; and through their son, Asa George, and his wife, Harriet Foster, parents of Eugene K. Felt, father of the inventor. According to records, the first three generations of the family were represented principally in agricultural occupations. Joseph Felt (1757-1842) served for seven years in the Revolutionary army, being taken prisoner at Fort Washington in November, 1776, and receiving a wound, on account of which he was pensioned in 1818. Asa G. Felt (1791-1871) removed from Webster, Mass., to Newark, Wis., in 1846, and was active in public life during the period of upbuilding of the new country. Eugene K. Felt (b. 1838) has been engaged principally in farming and lumbering through most of his life. He served in Wisconsin as superintendent of public instruction of Newark, town and county supervisor, as member of the State legislature in 1872-83, during the latter year also as chairman of its committee on railroads, and, having removed to Kansas in 1883, was a delegate to the State Republican Convention in 1888. Dorr E. Felt is a worthy representative of a long-lived and active ancestry. He was educated in the schools of his native county until his sixteenth year, when he left home to make a place in the world for himself. Following the natural bent of his mind toward machinery and construction, he was employed in various machine shops, learned the machinist's trade in all its branches, and became a proficient mechanical draftsman. As a young man he devoted most of his time to devising and constructing models of new devices, one of which was a mechanical calculator. Very many men of attainment had already attacked the problem of an efficient mechanical calculator of universal utility, but Felt's aim was the production of a device that should facilitate the ordinary calculations of commerce, engineering, and science. Nor did the design of such a machine involve merely the contrivance of a train of parts to accomplish a series of predetermined movements, which should render possible the integration of common mathematical calculations, but also the mental grasp of the essentials of all arithmetical calculations. During the winter of 1884-85, when not quite twenty-three years of age, Mr. Felt constructed his first working model of a comptometer, by taking an old macaroni box as the containing case for his mechanism, and by forming most of the parts of wood. Even this crude and heavy device sufficed to demonstrate his principles and encourage him to construct a service machine with metal parts. This latter he completed in the following year (1886), forming all the component elements by hand, and making sundry minor improvements of design. According to good evidence, it was the first accurate multiple-column-key-operated adding and calculating machine ever constructed. Several of these machines were built within the next year, all of them being used practically, some for fifteen years, or more, with perfect satisfaction, in banking, mercantile, and other business establishments. The eager acceptance of his machines by progressively-minded business men encouraged Mr. Felt to enlarge his manufacturing facilities, which he did in 1887 by forming a partnership with Robert Tarrant, of Chicago, under the firm style of Felt and Tarrant. The business thus inaugurated was incorporated in the following year as the Felt and Tarrant Manufacturing Company, which still continues, with Mr. Felt as president. The sphere of operations was further enlarged in



1888-89, when the first specimens of his perfected comptograph, undoubtedly the earliest practical and accurate printing-adding machine, were produced. This machine, performing the processes of integrating a mathematical process by essentially the same process used in the comptometer, which shows merely the results at the end of a given computation, also prints such results on long strips of paper, a result which saves the labor otherwise necessary of transcribing the figures. Such a machine is especially useful in making records of lengthy columns of figures, as, for example, listing and adding the amounts on bank checks, in totaling a depositor's account at the end of a month, etc. It was the pioneer of mechanical recording adders, and, furthermore, operated on the essential mechanical principles common to all of them, by printing the results of addition of several columns of figures, and automatically filling in the ciphers. These two machines, the comptometer and the comptograph, were entirely distinct from the beginning, although involving the use of different parts and later made in separate establishments. Accordingly, when in 1902-03, Mr. Felt invented an entirely new mechanism for the comptometer, the business of manufacturing and selling the comptograph was sold to the Comptograph Company, then incorporated for the purpose of developing its possibilities. The leading operative advantages involved in the new mechanism of the comptometer were provisions for reducing the pressure necessary to operate the keys and for making all strokes entirely uniform as to length and time re-

quired for operation, results then accomplished for the first time in any key-operated calculating device. Further improvements were made in 1909-10, when Mr. Felt perfected the first practical device ever produced to compel a full stroke at each depression of a key. Previous to this achievement, he had attempted to obtain this effect by some method of locking such keys as were being operated, but this device proving useless, he hit upon the plan of locking all the other keys, in case of a partial stroke of any given key. Being himself a competent constructor, as well as an experienced designer, Mr. Felt is able to superintend the experimental work of every new model of his device from the very start. He had been accustomed to construct all models with his own hands, and continues experimenting and rebuilding, until the desired lightness of key touch, complete accuracy, and sufficient durability of all parts of the intricate mechanism are perfectly attained. Nor have his labors ended with the production of an efficient machine. A far greater task has been that involved in the devising of methods for performing all kinds of arithmetical operations by its help. Starting with the simple and fundamental processes, he has been obliged to devise methods for all the various classes of computations required in commercial and engineering work. Some of these appear formidable at first sight, but closer study reveals the fact that several valuable new properties of numbers and combinations of quantities have been developed by the use of this machine. In addition to all the other activities that have characterized the work of Mr. Felt's life, we find him also in active control of the manufacturing and selling departments of his great business. He personally turned salesman at the beginning of his career, and actually sold by his own efforts the first few hundred machines produced in his works. At the present time his companies are represented by selling staffs in all parts of the civilized world, and the machines have earned a well-merited recognition. As claimed by the inventor, the comptometer furnishes the swiftest and most accurate method known for all classes of computation. It is superior to the listing adder in the fact that it is a one-motion machine, and, in this respect, possesses the distinct advantage of enabling the operator to make much greater speed, while keeping his attention riveted on the figures with which he is working. As an evidence of this claim the inventor states that, even in the stress of a competitive trial between different makes of adding and calculating machines, the operators on the comptometer averaged much higher in accuracy than was possible with any other type of machine. As a consequence of the high efficiency attainable by this machine, it has been repeatedly barred from competition in great exhibitions of contrivances for accomplishment of similar results. This decision was made by the governors of such exhibitions, notably at the first annual office appliance and business system show at Chicago in March, 1905, and at the convention of the Incorporated Accountants of Michigan at Detroit, in August, 1907. Such a decision as this, made by a committee of men familiar with the requirements and performances of selected office appliances, is to be explained by the fact that, whereas most manufacturers of adding machines claim a speed of 120 numeral wheel movements per minute, the comptometer, in the hands of an expert operator, can attain as high a speed as 400 or 500 numeral wheel movements per minute with perfect accuracy of result. The comptometer has repeatedly won the highest awards at trade and international expositions, and several medals have been issued to the inventor in recognition of his achievements in mechanical science. Notable among these may be mentioned the John Scott medal of the Franklin Institute, awarded by the city of Philadelphia in 1889; the gold medal of the Columbian Exposition in 1893; a gold medal by the Lewis and Clark Centennial in 1905; and the grand prize of the International Exposition at Turin in 1911. Although Mr. Felt has been granted forty-six patents in the United States and twenty-five in foreign countries, they refer principally to adding and calculating machines and parts. He has always been an interested student of live topics of the day. His opinions are sought and carefully considered by his fellow business men, and he has frequently made suggestions of value to the President and national lawmakers. Notable occasions of public protests on his part were his letters to President Wilson on the provisions of the Clayton Bill touching patents and interlocking directorates, provisions which, as he recognized, might embarrass some of the greater corporations or "trusts," but would certainly work considerable hardship for other classes of business men, who have no intention of conducting "repressive monopolies," or of stifling just competition. He also expressed himself strongly at a meeting of the Illinois Manufacturers' Association on 7 Aug., 1914, against the proposal to allow foreign merchant ships to sail under the American flag. Mr. Felt has been a wide traveler in various parts of the world. He is a member of the Chicago Athletic Association, and of the Union League and City clubs of Chicago, of the Wisconsin Society of Chicago, the Sons of the American Revolution, and other organizations, social, business, and learned. He was married 15 Jan., 1891, to Agnes, daughter of George W. McNulty, of Bellevue, Ia. They have four daughters: Virginia, Elizabeth, Constance, and Dorothea.

BLACK, Frank Swett, governor of New York, b. near Limington, York County, Me., 8 March, 1853; d. in Troy, N. Y., 22 March, 1913, son of Jacob and Charlotte B. Black. He was brought up on a small farm, and from early youth obliged to work hard to assist his father to secure a competence. However, he made the most of his limited opportunities for an education, and had prepared himself to teach school at the age of seventeen. He entered Dartmouth College in 1871 and was graduated with honors in 1875. Removing then to Johnstown, N. Y., he became editor of the Johnstown "Journal," which he conducted for some time. Finally, during a temporary absence of the proprietor, Mr. Black, who was then an ardent admirer of James G. Blaine, overturned the political policy of the "Journal" and used it in support of Blaine. While this act caused his dismissal, he soon secured

a position with the Troy "Whig," and subsequently with the Troy "Times." He had always felt, however, that the law was his destined calling, and he devoted his spare hours to fitting himself for this profession. While in Troy, Mr. Black for the first time became intimately acquainted with political affairs. Shortly after being admitted to the bar, his efforts in behalf of the Republican party made him its virtual leader in the county. He took a prominent part in the presidential campaigns of 1888 and 1892, and in 1894 was nominated for Congress by acclamation. His election was effected by a large majority. During this campaign there had been many riots at the Troy polls, and Mr. Black was made president of a committee of safety which waged warfare on the political system responsible for the outrages. In 1896 Louis Payn and Thomas C. Platt, the Republican bosses, held a memorable conference on the question of choosing the party candidate for governor, and though it had been previously agreed upon that Benjamin B. Odell, Jr., should be the favored one, Payn insisted that Black was the logical candidate, and his reasoning finally prevailed. The slate was thus changed at the very last moment before the various names were submitted to the convention. Mr. Black was nominated and elected to succeed Levi P. Morton. One of his first acts as governor was to appoint Payn state superintendent of insurance, which aroused an outcry of protest even from Black's own followers. While governor, Mr. Black took a prominent part in opposing the agreement between Senator Platt and Richard Croker to have a bill passed which would prohibit the publishing of cartoons in the newspapers of the State. His vigorous opposition to this bill brought about a collision with Platt, and in 1898 the latter openly worked against Mr. Black's renomination, planning to have Theodore Roosevelt head the Republican State ticket, and at the same time propitiate Black by offering to favor him for the U. S. Senate if he would support Roosevelt. But this Mr. Black refused to do, and at the party convention mustered his forces to combat the influence of Platt. The great popularity of Theodore Roosevelt, however, defeated his plans. In 1904, when Roosevelt's foes were working against his nomination for the presidency, Mr. Black was urged to make the nominating speech in his favor. He consented, though reluctantly, for he had never been on friendly terms with Roosevelt. Immediately following the latter's election in 1904, a movement was started to send Mr. Black to the U. S. Senate, but this plan was abandoned because of the positive statement of Mr. Black that he did not wish to serve in that capacity. Gradually thereafter he withdrew from politics, until at last he devoted his entire time to his law practice. Among the *causes célèbres* in which he appeared during his legal career was the murder trial of Roland B. Molineux, whom Mr. Black defended.

HANNA, Louis Benjamin, governor of North Dakota, b. in New Brighton, Pa., 9 Aug., 1861, son of Jason R. and Margaret A. (Lewis) Hanna. His father was captain of a volunteer company that fought in the Civil War. He is a descendant on his maternal side from William Lewis, who came from England in 1632, settling in Hadley, Mass. Louis B. Hanna was educated in the public schools of Pittsfield, Mass., New York City, and Cleveland, Ohio, and at the age of twenty-one engaged in the lumber business on his own account. He gained a thorough knowledge of the business, being quick to acquire and tenacious in retaining the information given him by trades-people, and in the succeeding years through his industry and energy built up a large and successful business. He became known for the special clearness of his financial knowledge and his ability to investigate and dissect the most complicated financial statement. At the time of his retirement from active business he was president of the Pioneer Life Insurance Company, of Fargo, N. D., and president of the First National Bank of Fargo, of which he is now a director. Mr. Hanna was a member of the North Dakota State legislature in 1895-97; State senator in 1897-1901, and in 1905-09. After serving two terms in Congress, he was chosen governor of North Dakota, serving until 1915. His long retention in high public offices evinces his worth and ability and the esteem of his fellow citizens. He married on 16 Nov., 1884, Lottie L. Thatcher, of Minneapolis, Minn., and they have four children.

FRENCH, Alice (Octave Thanet), author, b. in Andover, Mass., 19 March, 1850, daughter of George Henry and Frances (Morton) French. Her ancestors on both sides were among the earliest settlers of Massachusetts Bay Colony, and through collateral lines she is also connected with several of the oldest families of Virginia. Among her ancestors are William French, one of the original proprietors and first captain of the town of Billerica, Mass.; George Morton, a pilgrim; Johnothan Danforth, the Rev. John Lothrop, and Pardon Tillinghast, all well known in the history of New England. Her father was a prominent manufacturer, and during the Civil War was one of the citizens who raised and equipped Iowa regiments, pledging their own private fortunes against any emergency. Her mother was a daughter of Gov. Marcus Morton, of Massachusetts, and through her she is descended from the Winslow, Lothrop, Mayhew, Carver, and Hodges families, and by direct line from George Morton, the Pilgrim. In 1868 Alice French completed the course at Abbott Academy, Andover, Mass., a famous old school for girls While visiting England she became interested in social history and also pursued the study of English literature, and German philosophy. Her study of Schopenhauer made at this time has been perpetuated in her story, "Schopenhauer on Lake Pepin." On her return to America she continued her interest in social problems, and as a manu-

facturer's daughter and confidante of her brothers, Hon. Nathaniel French and Col. George Watson French, who were successful business men, became more and more engrossed in industrial questions. It was said of her "that probably no living short-story writer knows as much, at first hand, of the workingman and his employer as she." While her education and ancestry predisposed Miss French to the fascinations of economics and philosophy, the admonitions and warnings of the editors to whom she sent her earliest attempts at authorship turned her from the ranks of the "blue-stockings" to the stories which so well reflect her own sunny disposition and keen insight into human nature. Her first story was sent to "Lippincott's Magazine" in 1878; and its acceptance and the accompanying check marked the real beginning of her literary career. This was the "Communist's Wife," and gave striking evidence of her talent in realistic portraiture. Other stories followed in quick succession and she has written indefatigably ever since. Her writings disclose an intimate knowledge of the human heart, and a sane sympathetic view of human life. She is in the largest and best sense an optimist, a fact which has contributed largely to the eminence she has attained. Her style, which is modeled after the best French story tellers, is simple and direct, touching the heart of every reader with a vital sense of things that are past. Perhaps the most flattering appreciation of Miss French's genius is embodied in an article written in 1896 by Madame Blanc, the gifted French authoress, and published in the "Revue des Deux Mondes." Madame Blanc, while visiting in Arkansas, sought out Miss French, who was then living in that State, and the two women became fast friends. In her article, which covers thirty pages, Madame Blanc says: "It has only been since I have myself visited the West and the new South that I have been able to realize fully the minute fidelity in the description of things and people which makes each of the short stories of Octave Thanet a little masterpiece of honest and piquant realism. But a long time previously in Paris, without knowing either their setting or the character which had inspired them, I had been conscious of the true fineness of what those stories gave us; that warm, broad, and sincere heartbeat of true human life which filled them from one end to the other." In 1883 Miss French went to Arkansas and from one-third to one-half of her literary work was done in her cottage on the Black River plantation at Clover Bend. Here she wrote, "The Knitters in the Sun," "Otto the Knight," and "A Book of True Lovers," all stories bristling with life and color. Her book, "Expiation," won deserved high praise from book-lovers and critics everywhere, for its wonderful vitality, truth to life, and vivid local coloring. For the most part, the books published by Miss French consist of short stories, which have appeared in the magazines. Four or five of these have been translated into the French, German, Italian, and Russian languages. She has also edited the "Best Letters of Lady Wortley Montagu." The complete list of her writings would be a long one, but the most important are as follows: "Knitters in the Sun" (1887); "Expiation" (1890); "Otto the Knight, and Other Trans-Mississippi Stories" (1891); "We All: a Book for Boys" (1891); "An Adventure in Photography" (1893); "Stories of a Western Town" (1893); "Best Letters of Lady Montagu"; "Book of True Lovers" (1897); "The Heart of Toil" (1898); "The Missionary Sheriff" (1898); "The Slave to Duty, and Other Women" (1898); "The Captured Dream, and Other Stories" (1899); "The Man of the Hour" (1905); "Stout Miss Hopkins' Bicycle" (1906); "The Lion's Share" (1907); "A Matter of Rivalry" (1907); "By Inheritance" (1910); "Stories that End Well" (1911); "A Step on the Stair" (1913); "Stories by American Authors." "Octave Thanet's" personality makes a strong appeal to enthusiastic admiration. She possesses a happy fusion of qualities more or less rare in her sex—judgment, tact, sympathy, tolerance, and tenderness—with true feminine fondness for all things in social life which distinguish the gentlewoman. As has been well said of her: "Her fair complexion, blue eyes, light brown hair, tender conscience, and love of learning ally her to New England; her charming manners, splendid speech and magnificent physique are Southern, while her humorous mouth and vigorous, practical mind bespeak her a daughter of the West." Society in the North, East, and West has always made many demands upon her time and her name is enrolled with numerous clubs in various parts of the country. Among these are: the National Arts, the Chilton, and Mayflower Clubs of Boston; the Mayflower Descendants; the Colonial Governors, of which she is chairman for Iowa; Colonial Dames of America, of which she was the National Historian in 1908-12; and the Iowa Society of Colonial Dames, of which she was president in 1898, 1908, 1909, 1912, 1913. She is also a member of the literary societies and clubs, notably of the Tuesday Club and Woman's Club of Davenport, Ia.; the Woman's Club of Memphis, Tenn.; the *Quid Nunc* Club of Little Rock, Ark.; the Illinois Press Club (Woman's Association); and the Iowa Press Club.

DEWEY, George, admiral of the U. S. navy, b. in Montpelier, Vt., 26 Dec., 1837; d. in Washington, D. C., 16 Jan, 1917, son of Julius Yemans and Mary (Perrin) Dewey. His father was a physician in general practice until 1850, when he became connected with the medical department of a life insurance company in Vermont. The earliest American ancestor was Thomas Dewey, a native of Sandwich, Kent, England, who located at Dorchester, Mass., in 1633, and was admitted a freeman in the following May. George Dewey was the third of four children. His was the usual boyhood of a healthy, vigorous lad in a New England village; there was plenty of outdoor life, there were as many truant days from school as he could safely avail himself of, and there were the usual struggles that form so large a part of the life of a boy. His friends of those days tell how he learned to paddle and swim in the Onion (now Winooski) River; how in boyish emulation he stayed under water until the spectators feared he was drowned; how he pulled from the water and

George Dewey

visiting in Arkansas, sought out Miss French, who was then living in that State, and the two women became fast friends. In her article, which covers thirty pages, Madame Blanc says: "It has only been since I have

that I have been able to realize fully the minute fidelity in the description of things and people which makes each of the short

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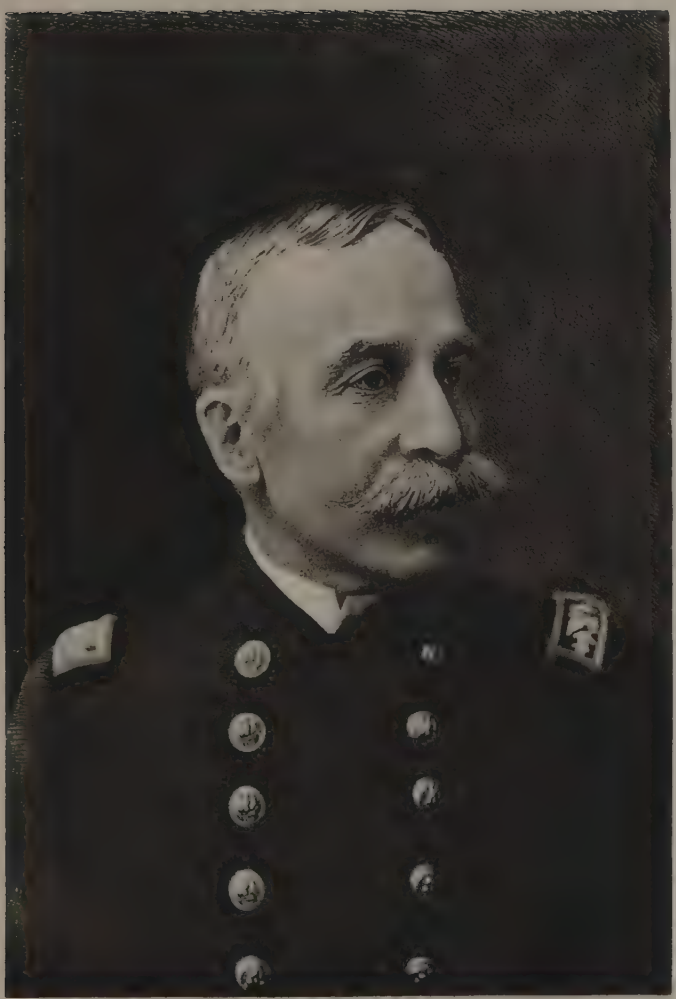
Colonial Dames of America, of which [illegible] the National Historian in 1908-12; [illegible] was president in 1898, 1908, 1[illegible]. She is also a member of the liter[illegible] and clubs, notably of the [illegible] Woman's Club of Davenport, Ia.; the [illegible] Club of Memphis, Tenn.; the [illegible] Club of Little Rock, Ark.; the Illin[illegible] Club (Woman's Association); and

[illegible] of Sauk [illegible] at Dor[illegible] was admitted [illegible] May. Ge[illegible] children. H[illegible] healthy, vigor[illegible] England village; there was [illegible], there were as many t[illegible] as he could safely av[illegible] and there were the usual str[illegible] large a part of the life o[illegible] of those days tell how [illegible] and swim in the Onion [illegible] how in boyish emulation [illegible]



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George Dewey

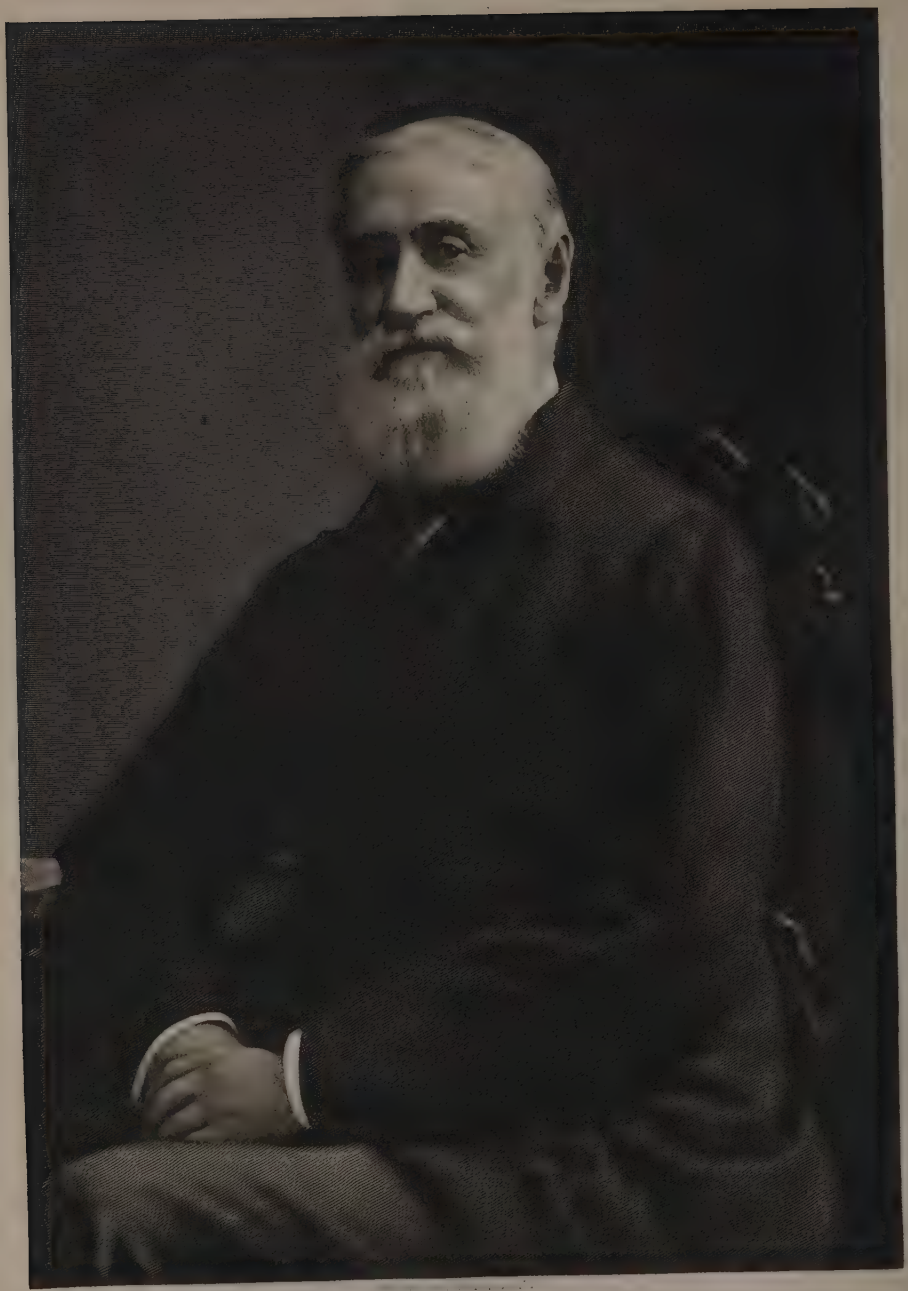
saved from drowning one of his weaker companions. His school-teacher, Maj. Z. K. Pangborn, relates the experience of his first few days as teacher in the Montpelier school. Several of his predecessors had been driven off by a close little ring of the older pupils, of which Dewey was the leader. Trifling annoyance of young Pangborn, then fresh from college, on the first day, gave place to snowballing on the second, and to a well-planned attack upon him in the schoolroom itself on the third. It was only by the aid of a rawhide whip and several hickory sticks that the teacher succeeded in bringing to terms young Dewey and the other heads of the rebellion; he then sent them home, still smarting from their stinging punishment. This lesson was well learned—there was no further trouble in the school; and when Major Pangborn went to Johnson, Vt., to establish a private academy, Dewey went with him. The boy was then fourteen years old. One year later he was sent to the Norwich Military Academy, then at Norwich, but now at Northfield, Vt. Here a taste for military affairs developed itself; West Point was thought of, but the attractions of the naval academy at Annapolis proved stronger. The father opposed this inclination, but prudently yielded when he saw it was a serious desire in the boy's mind. He was appointed alternate to the vacancy existing at Annapolis for Vermont, but George Spaulding, his classmate at Norwich, who had received the appointment, failed to qualify, and so young Dewey entered the Naval Academy in 1854. During his four years at Annapolis he kept a good rank in his class, took an active interest in the social amenities that were afforded, and was a vigorous participant in the political and sectional discussions rife in the decade preceding the Civil War. It is told that on one occasion he avenged a fancied insult on the North by a blow from his fist; a challenge to a duel with pistols was promptly sent by the young Southerner, and was as promptly accepted by Dewey; cooler heads, however, among the cadets, informed the officer of the day, and the affair was stopped. The class that entered in 1854 contained about sixty members, but of this number only fourteen were graduated in 1858; Dewey was fifth in rank. His first assignment to duty was as midshipman on the steam-frigate "Wabash," under command of Capt. Samuel Barron, who afterward became commodore in the Confederate navy. The "Wabash" was then on the Mediterranean station, and attracted no little attention at the ports she visited, for this was in the early days of steam as applied to warships, and the type of frigate evolved by American builders was full of interest to foreign naval officers. This cruise gave Dewey an opportunity to visit the Holy Land and to send home various mementos of his visit to his Vermont friends and relatives. In 1860 he was ordered back to Annapolis for examination as passed midshipman; he succeeded in advancing himself two numbers, making his final rating in the class number three. At the outbreak of the Civil War he was commissioned lieutenant, and ordered to the steam-sloop "Mississippi" on the Gulf squadron. Early in 1862 Farragut was assigned to the squadron as flag-officer, and at once he began preparations for forcing his way up the Mississippi past Forts Jackson and St. Philip to take New Orleans. By February the heavy-draught ships of the squadron had been lightened sufficiently to allow them to cross the bar and to ascend the river. On the April day on which the forts were to be passed Capt. Melancton Smith, of the "Mississippi," ordered Dewey to con the ship; and from the conning-bridge Dewey directed the vessel up the unknown, devious, shifting channel, through the rain of shot and shell from the forts, past the Confederate rams, into safe water above the forts, where the fleet held New Orleans at its mercy. When Farragut pushed on in March, 1863, to attack Port Hudson, the "Mississippi" grounded under the bluffs, and offered such a target for the Confederate batteries that she was abandoned and burned. The part Lieutenant Dewey took in the blowing up of the "Mississippi" was described at the time by the correspondent of the New York "Herald" as follows: "Captain Smith and Lieutenant Dewey were the last to leave the ship. She had been fired both forward and aft, and Lieutenant Dewey was in the boat at the port gangway waiting for the captain, when the latter expressed the wish that the ward-room should be examined once more, to see if the fire kindled there was burning properly. At this instant a heavy shot, striking the starboard side of the ship, passed entirely through her, coming within a foot of the stern of the boat in which Lieutenant Dewey was sitting. It was only necessary for him to look through the hole that the shot had made to ascertain that the ward-room was in a blaze, and on reporting such to be the case Captain Smith was satisfied, and left the good old ship to her fate." Captain Smith and Lieutenant Dewey passed on to the "Richmond." Some of the men had landed on the west bank of the river, from which they were rescued by Commander Caldwell, of the "Essex." Captain Smith reported in March, 1863, that 233 were saved, and sixty-four killed and missing. It was rumored at the time that a few of the crew had been captured, but the common statement made in the year 1899, that Dewey was taken prisoner on that occasion, is not true. Dewey was then assigned to one of the smaller gunboats of the fleet; he took part in the engagements with the Confederates below Donaldsonville, La., in July, 1863, and saw other service on the river until the stream was completely opened for the Union forces. In 1864-65 he served on the gunboat "Agawam" on the North Atlantic blockading squadron. He took part in the severe engagements before Fort Fisher in December, 1864, and January, 1865; and in March, 1865, received his commission of lieutenant-commander. The war was now over, and Dewey was transferred to the "Kearsarge," on the European squadron, as executive officer. For a time he was stationed at the Kittery navy yard, just across the river from Portsmouth, N. H.; here he met Susan P. Goodwin, daughter of Ichabod Goodwin, war governor of New Hampshire. They were married in October, 1867, and had one child, George Goodwin Dewey, born 23 Dec., 1872; five days after the birth of the son the mother died. This son was among the first to greet

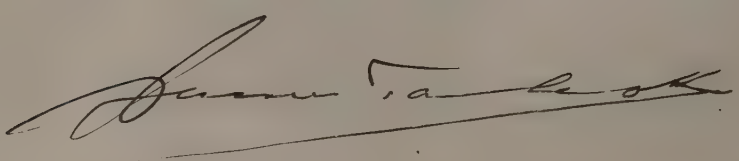
the great admiral on his return from Manila, 26 Sept., 1899. During 1867 Dewey served on the "Colorado," flagship of the European squadron; in 1868-69 he was assigned to duty at the Naval Academy. He was in command of the "Narragansett" on special service in 1870-71. A year later he received his commission as commander, in April, 1872. For three years, 1872-75, he was in command of the "Narragansett" on the Pacific survey. It was during this period that the "Virginius" trouble occurred and war with Spain seemed imminent. Commander Dewey wrote to the Navy Department requesting that, in case war should break out, he might be assigned the duty of capturing Manila. The controversy with Spain was settled by diplomacy, however, and there was no need of armed force; but it is an interesting historical fact that over a quarter of a century before the opportunity occurred the admiral had his eye on Manila. On his return from duty on the Pacific he served as lighthouse inspector in 1876-77, and as secretary of the lighthouse board from 1877 to 1882. He was then assigned to the command of the "Juniata" on the Asiatic squadron; his experiences on that station in 1882-83 stood him in good stead when he was again in command on that station, some sixteen years later. In September, 1884, he was appointed captain. He commanded the "Dolphin" in 1884 and the "Pensacola," flagship of the European station, in 1885-88. He was then detailed chief of the bureau of equipment and recruiting, with the rank of commodore; this position he held from August, 1889, until May, 1893, when he became a member of the lighthouse board. In 1895 he was transferred to the board of inspection and survey, serving as president during 1896 and 1897. He had held the rank of commodore from the time of his service as chief of the Bureau of Equipment, but his commission as such was not issued until 20 Feb., 1896. Early in 1897 he applied for an assignment for sea-service. It is probable, too, that Mr. Roosevelt, then Assistant Secretary of the Navy, foresaw the outbreak of hostilities with Spain, recognized the importance, in that event, of success by the Asiatic squadron, and resolved to put in command an officer tried by varied experience on sea and shore. On 30 Nov., 1897, Dewey was assigned to sea-service, and was detailed to the Asiatic squadron, of which he assumed command 3 Jan., 1898. This was the critical period in the relations between Spain and the United States. Sagasta had recalled Weyler from Cuba, and had sent Blanco to introduce a system of autonomy, the failure of which soon became evident. The United States began concentrating war-vessels near Key West and collecting naval supplies; the tone of the press became more serious, demanding more earnestly the end of Spanish rule in Cuba. The De Lôme letter early in February, and the destruction of the United States war-vessel "Maine" in the harbor of Havana, made it evident that war was imminent. The navy department at Washington made every effort to give the Asiatic squadron all the munitions of war necessary. The coal supply was, of course, the crucial question; Dewey purchased two ships, one laden with 3,000 tons of the best Welsh coal, the other carrying six months' supplies of stores and provisions. With careful foresight he made his preparations, and then waited. When war should break out there would be no port where he might refit or repair a ship nearer than San Francisco, 7,000 miles away. He must either take a port for a base or else sail home. Immediately upon the declaration of war the British government published its proclamation of neutrality, which course forced Dewey (under protest, for he had not yet received notification from his own government) from the harbor of Hongkong. He took advantage of the delay of China to proclaim neutrality and lay for two days in Mirs Bay, waiting for final instructions from the government, for the arrival of Consul Williams, and for the completion of the last necessary preparations. He was not bound by unnecessary details in his orders from Washington, dated 24 April, which read simply: "War has commenced between the United States and Spain. Proceed at once to the Philippine Islands. Commence operations at once, particularly against the Spanish fleet. You must capture vessels or destroy. Use utmost endeavors." On 27 April he sailed for the Philippines with a fleet of nine vessels—the flagship "Olympia," the "Baltimore," "Boston," "Raleigh," "Concord," "Petrel," the revenue cutter "McCulloch," a collier, "Nashan," and a supply-vessel, "Zafiro"; the officers and men in the fleet numbered 1,694. The Spaniards were informed by cable of the departure from Mirs Bay, and might have calculated with a fair degree of certainty the time the fleet could be expected at Manila. The vessels arrived at the south channel leading into Manila Bay at 11:30 P.M. of 30 April. The Spaniards might have expected a hostile fleet, in such a case, to lie to in the open until daylight before attempting to enter an unknown harbor supposed to be well protected by torpedoes and mines in addition to the forts Dewey waited for nothing, however, but sailed boldly into the harbor, leading the way on the "Olympia," followed by the "Baltimore," "Raleigh," "Petrel," "Concord," and "Boston" in the order named. The fleet was not discovered by the lookout at Corregidor until the head of the column was nearly abreast the lighthouse; then an alarm signal was fired, and was answered by the flash of a rocket on the mainland, but that was all. A life-buoy fell overboard by accident from one of the leading ships, and ignited as soon as it struck the water; the smoke-stack of one of the vessels caught fire three times and flared up, giving another excellent target for the Spanish gunners; but still not a shot was fired by them. At last came the first discharge, from a battery scarcely half a mile distant; a few shots from the American fleet replied, but apparently did little damage to the enemy. The vessels steamed on at a slow rate, calculated to put them within striking distance of the Spanish fleet at daybreak. The men who had been allowed to sleep beside their guns were now at quarters; coffee was served to them, and the battle-flags were broken out. At 5:15 A.M. three batteries at Manila, two near Cavité, and the Spanish fleet opened fire upon the advancing Americans; Dewey's or-

ders were not to fire until he had given the word, and the fleet steamed on. At last Dewey remarked to the captain of the "Olympia": "Gridley, you may fire when you are ready," and at 5:41 the Americans began to return the Spanish fire. The result of long months of target-practice was soon apparent in the greater destructiveness of the American fire. The flagship led the way past the Spanish fleet and forts, and then countermarched in a line approximately parallel to that of the enemy's fleet, anchored in a line about east and west across the mouth of Bacoor Bay. At 7:00 A.M. the "Reina Cristina," flagship of Admiral Montojo, made a desperate effort to leave the line and to engage the American fleet; she was met by such a galling fire from the "Olympia," however, that she was driven back, barely succeeding in reaching the shelter of the point of Cavité; American shells had set her on fire, and she continued to burn until she sank. Dewey silenced the land batteries at Manila by a message to the governor-general to the effect that if they did not cease firing he would shell the city. The action had been so fierce and the expenditure of ammunition so rapid that the commodore began to fear for the supply; accordingly, at 7:35 A.M. he ceased firing, after passing the Spanish fleet for the fifth time, and withdrew out of range to take account of his ammunition. He satisfied himself that the supply was ample, gave his men their breakfast, and returned to the attack at 11:16 A.M.; by this time almost the entire squadron of the enemy was in flames. The engagement continued until 12:30 P.M., when his orders to "Capture vessels or destroy" were literally fulfilled, for of the Spanish vessels the "Reina Cristina," "Castilla," and "Don Antonio de Ulloa" were sunk, the "Don Juan de Austria," "Isla de Cuba," "Isla de Luzon," "General Lezo," "Marques del Duero," "El Correo," "Velasco," and "Isla de Mindanao" were burned, and the "Rapido" and "Hercules," as well as several small launches, were captured. The Spanish loss, as given in the report of Admiral Montojo, was, including those at the arsenal, 381 men killed and wounded. Against this the Americans lost not a single vessel nor man, only nine seamen in the whole fleet being wounded. Dewey offered to permit the Spaniards to use the telegraphic cable from Manila to Hongkong provided they would allow him to make use of it in communicating with his own government; this they refused to do, and in consequence he sent a vessel to cut the cable just off its landing-place. A vague announcement of the battle and intimation of the defeat of the Spaniards had already been telegraphed, but no official version was known until Dewey had sent his report to Hongkong by one of his own vessels. Immediately upon the news of the battle European governments with interests in the Philippines ordered their Asiatic squadrons to the scene for the protection of their citizens. A French vessel appeared first, followed soon by numerous German ships, by the British squadron, and others. It soon became evident that the Germans were desirous to make trouble for the Americans, to ignore the harbor regulations that Dewey had drawn up, and to establish obtrustively friendly relations with the Spaniards. The fleet under Vice-Admiral von Diederichs was larger and stronger than the American, including two battleships, and not a little apprehension was felt that they might come to blows. At length Dewey intimated to Von Diederichs that he considered the course pursued by the Germans distinctly unfriendly, and that it must be persisted in no longer; after this their conduct was less objectionable. Dewey held Manila at his mercy; he could have taken the city at any time, but not having sufficient troops to garrison it, took no active steps until forces from San Francisco arrived. The time between the battle of Manila and the arrival of American troops was a trying one for him; the question of the status of the rebels against Spanish rule, the action of the Germans, the widely advertised relief expedition from Spain, under Admiral Caméra, and many other questions, contrived to put Dewey into a strain of anxious tension. The news of the destruction of the Spanish fleet at Santiago, and of the recall of Caméra's fleet from Suez, received on 17 July, served to clear the atmosphere, and the arrival of American troops gave increased confidence. The first army expedition consisted of three transports with 2,500 men, which sailed from San Francisco on 15 May and arrived off Manila 30 June; as fast as possible other expeditions followed, until the entire force in the islands consisted of 641 officers and 15,058 enlisted men, under command of Gen. Wesley Merritt. It was only reluctance to cause needless loss of life and property that prevented an immediate attack upon the city; it was hoped Governor-General Augustin would yield to the inevitable. During this period of inaction the insurgents resumed the hostilities which had been suspended by the uncompleted truce of December, 1897. They invested the city on the north and east, but Dewey and Merritt constrained them from attacking it. On 31 July the Spaniards in force attacked the American lines that had been established at Manila, but were repulsed with a heavy loss, the Americans losing only nine killed and forty-seven wounded. On 13 Aug. the fleet under Dewey combined with the troops under Merritt to make a simultaneous attack upon the city. The brigades commanded by Generals McArthur and Greene carried the Spanish works, losing about fifty men; the navy again came off without the loss of a single life. After about six hours of fighting the city surrendered and Dewey's flag-lieutenant, Brumby, raised the American flag. Secretary Long summed up admirably the result of the victory in Manila Bay when he said, in his annual report in November, 1898: "Aside from the mere fact of having won without the loss of a single life such a brilliant and electrifying victory at the very outset of the war, with all the confidence which it infused throughout the country and into the *personnel* of every branch of the service, it removed at once all apprehension for the Pacific Coast. The indirect pecuniary advantage to the United States in the way of saving an increase of insurance rates and in assuring the country of freedom from attack on that coast is incalculable." On 9 May, 1898, President McKinley, in a special message to Congress, recommended that the thanks of the nation be given

to Dewey and to his officers and men; joint resolutions to that effect were agreed to at once, and further resolutions ordered to be prepared a sword of honor for Dewey and medals for the officers and men, $10,000 being appropriated for the purpose. The first substantial evidence of the gratitude felt toward him was his appointment by President McKinley, on 10 May, 1898, as rear-admiral; he was then the senior officer in the navy. On 3 March, 1899, by act of Congress, Dewey was made admiral of the navy, a higher rank than that held by any other American naval officer. After the fall of Manila and during the peace negotiations at Paris relations between the Spaniards and Americans became quiet, but the insurgents under Aguinaldo gave no little trouble; the Spanish prisoners in the hands of the Filipinos were also a fruitful source of friction. The insurgents grew bolder and more restive; on 7 Jan., 1899, Aguinaldo issued a proclamation protesting against the intrusion of the Americans in the Philippines, alleging that they had promised freedom for the islands and had violated their promises, denouncing McKinley's orders to General Otis (who had succeeded to the command after Merritt had been called to Paris to advise the peace commissioners), and calling upon the Filipinos not to desist in their struggle for liberty. In January President McKinley appointed a commission of five, consisting of Admiral Dewey, General Otis, President Schurman, of Cornell, Col. Charles Denby, sometime minister to China, and Prof. Dean C. Worcester, of the University of Michigan, for the purpose of examining the situation in the Philippines, and reporting to him and advising him on each new step in colonial development. On 4 and 5 Feb. hostilities broke out between the insurgents and Americans; from then on they continued even into the rainy season. Dewey supported the land forces with the navy in every case possible. His time now was also occupied by his duties on the Philippine Commission, the civil members of which arrived at Manila on 4 March. On 4 April the commission issued a proclamation assuring the Filipinos of the perfect good faith of the Americans and their sincere desire to give them prosperity and happiness, well-being and good government; that a conflict against the Americans must in the end prove hopeless; and putting forth plainly and in detail the intentions of the Americans with reference to the government and control of the islands. On 22 May the commission submitted to peace commissioners appointed by the Filipinos a draft of the proposed form of government; this included a governor-general and a cabinet to be appointed by the President, and later an advisory council to be elected by the Filipinos. Dewey's work on the commission was now at an end. He had asked to be relieved, Rear-Admiral John C. Watson had been assigned to succeed him in command of the Asiatic station, and accordingly on 20 May he left Manila on board his flagship "Olympia," bound for New York by way of Hongkong, the Indian Ocean, the Suez Canal, and the Mediterranean Sea. His progress homeward was one continued ovation at every port in which he stopped, and every attention and honor possible were shown him. In the United States the preparations were most elaborate. A popular subscription toward a fund to provide him a home was started; city after city invited his attendance at dinners and receptions. In New York the celebration in his honor, 29 and 30 Sept., 1899, provided a most remarkable spectacle, the equal of which has perhaps never been witnessed in this country. The admiral was presented also with a beautiful loving-cup of gold, the gift of the city of New York, and another equally beautiful silver cup was given later by a daily journal of the city, which had raised funds for the purpose by popular subscriptions of single dimes. Proceeding to Washington, Dewey was received by President McKinley, and was presented with the sword voted by Congress, receiving another ovation in the nation's capital, 3 Oct., second only to that of the city of New York. Admiral Dewey became president of the General Board of the Navy 29 March, 1900. He married his second wife, Mrs. Mildred (McLean) Hazen, of Washington, D. C., on 9 Nov., 1899.

SMITH, Francis Hopkinson, engineer, author, and artist, b. in Baltimore, Md., 23 Oct., 1838; d. in New York City, 7 April, 1915, son of Francis Hopkinson and Susan (Teackle) Smith. He was a member of an old Virginia family which was represented among the signers of the Declaration of Independence by Francis Hopkinson. After acquiring his elementary education in the Baltimore public schools, he entered a private academy, where, according to the plans made by his father, he was to prepare for entrance into Princeton University. But business reverses compelled his father to take him out of this school, and, at the age of sixteen, he became a clerk in a hardware store at a wage of $50.00 a month. Two years later he became assistant superintendent in an iron foundry owned by his brother, and there remained for another two years. At that time the financial and industrial disorders incident to the Civil War caused the foundry to be closed, and young Smith found himself without employment. He came up to New York with his brother, and, after a depressing period spent in a search for employment, finally found a position with a firm in the iron business on Broad Street. It was while he was employed here that he devoted all his spare hours to preparing himself for the profession of his own choice—civil engineering. With persistent energy he studied at nights and in a remarkably short time had mastered the theory and the fundamental principles of the practice of this science. He then formed a partnership with James Symington, who, like himself, had a taste for art. It was only four years later that he undertook his first large contract, the construction of the stone ice-breaker about the Bridgeport lighthouse. Then he built the breakwaters at Block Island, and the jetties at the mouth of the Connecticut River. He was also awarded the contract for the government sea wall around Governors Island in New York Bay, another at Tompkinsville, on Staten Island, and he built the foundation for the Bartholdi Statue on Liberty Island. Later he built a great number of bridges. But, though he took much pride in these works, the building





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of a lighthouse was his greatest pleasure. "The most satisfactory achievement of my life," he once said in summing up what he had accomplished in his life's work, "was the construction of the Race Rock lighthouse in the harbor of New London." One reason for this feeling was that the building of this lighthouse had a strong influence on his later life. This task covered a space of six years, and, during the working months of that time, he lived on the rock with his men, whom he made his companions. He often attributed his splendid health to this period of "roughing it." From his boyhood Mr. Smith had been very fond of devoting leisure hours to painting. As a painter he was self-taught; a few lessons in drawing from an old artist in Baltimore constituted his entire training in the art. During his early active years he worked in charcoal drawings in the evenings and sometimes took off half a day to paint in water colors. He was one of the original members of the Tile Club, which flourished in the late seventies, many of whose members have since become famous painters. He was also one of the earliest members of the American Water Color Society and the New York Etching Club. Later in life he made trips abroad, armed with a large white umbrella, which became famous from the Thames to Palestine, and even in Mexico; for he always painted in the open air. Nor was he by any means in the amateur class. He also received many awards for his paintings. The Pan-American Exposition gave him several medals; the Charleston Exposition and the Philadelphia Art Club also awarded him medals. The Sultan of Turkey was so strongly impressed by his paintings that he awarded him the orders of the Medjidieh and the Osmanyeh, with the grade of officer in each. Up to the age of forty-five Mr. Smith had never attempted to write, but, in 1886, when he was bringing out reproductions of his water color sketches for a book entitled, "Well-Worn Roads," his publishers suggested to him that he add a little text to the sketches. Having once been led to attempting authorship, he continued. There followed soon after, "A White Umbrella in Mexico"; "A Book of the Tile Club," and other matter of a descriptive character. It was not till 1891, however, that he published his first fiction, but this work, "Colonel Carter of Cartersville," at once made him famous as an author of high class. As a painter Mr. Smith takes high rank, even though he cannot be classed with the great masters. His interpretations of the colorful life of Venice, his sojourn at the Inn of William the Conqueror, in the north of France, where he pictured the bright scarlets of the old courtyard, and his wanderings amidst the ruins of ancient Greece are all familiar to patrons of art. As a writer he possessed a tenderness and charm and a marked talent in the construction of a plot. Much of his best work is in the short story form, of which type of literature he was a finished master. His favorite literary workshop was a dingy little office down in the commercial section of New York City, where, in the realm of skyscrapers and amidst the clatter of passing drays, he wove his romances of the days of the past. Mr. Smith, owing to his striking appearance and his charm of manner, also became a popular lecturer. He frequently read from his own works, but his favorite subjects were literature and art in general. As an after-dinner speaker, he was a general favorite; he was equally an artist in telling a story by means of the spoken word as on paper. "Mr. Smith," writes one of his fellow members of the Authors' Club of New York, in an appreciation published in the manual of that organization for 1916, "reinforced his exceptional talents with extraordinary energy and industry. Whatsoever his hands found to do—and they found more than most hands find—he did with his might. The result was that he had life 'more abundantly' than the majority of his fellows. An engineer, a novelist, a painter, a teller of short tales, an essayist, a lyceum light, an after-dinner speaker, a raconteur, a lecturer, and writer on art subjects—verily, here was a man who was uncommonly forehanded. . . . Engineering was his vocation—writing, painting, and the rest, his avocation. It was thus that he appraised himself not long before he passed away." Mr. Smith has written: "Well-Worn Roads" (1886); "Old Lines in New Black and White" (1887); "The Book of the Tile Club" (in collaboration with Edward Strahan, 1888); "A White Umbrella in Mexico" (1889); "Colonel Carter of Cartersville" (1891); "A Day at Laguerre's and Other Days" (1892); "American Illustrators" (1892); "Venice of Today" (1894); "A Gentleman Vagabond, and Some Others" (1896); "Tom Grogan" (1897); "Gondola Days" (1898); "Caleb West, Master Diver" (1898); "The Other Fellow" (1899); "The Fortunes of Oliver Horn" (1902); "The Under Dog" (1903); "At Close Range" (1905); "The Wood Fire in No. 3" (1905); "The Tides of Barnegat" (1906); "The Veiled Lady" (1907); "The Romance of an Old Fashioned Gentleman" (1907); "Colonel Carter's Christmas" (1908); "Peter" (1908); "Forty Minutes Late" (1909); "Kennedy Square" (1911); "The Arm Chair at the Inn" (1912); "Charcoals of New and Old New York" (1912); "In Thackeray's London" (1913); "In Dickens' London" (1914). Mr. Smith married Josephine Van Deventer, who survives him. They had one son, F. Berkeley Smith.

TALCOTT, James, banker and philanthropist, b. in West Hartford, Conn., 7 Feb., 1835; d. at Mohawk Lake, N. Y., 21 Aug., 1916, son of Seth and Charlotte Stout (Butler) Talcott. He traced descent from the Talcott family of Colchester, Essex, England, an ancient and honorable race, the motto of whose coat-of-arms is: "Virtus sola Nobilitas." The founder of the American branch of the family was John Talcott, of Braintree, Essex, England, who embarked for New England, in 1632, in the ship "Lion," and first settled in Cambridge, Mass., where he was deputy to the General Court. He went, in 1636, with Rev. Thomas Hooker's company to Hartford, Conn., and became one of the founders of that city. He was known as "the worshipful Mr. John Talcott," and held many important positions, including that of treasurer of the colony. He married Dorothy, daughter of John and Alice (Harrington) Mott. The line of descent is

traced through their son, Captain Samuel, who was graduated at Harvard College in 1658, and removed to Wethersfield, Conn., where he took a prominent part in military and State affairs. Among other services he commanded the company of dragoons sent to Deerfield in 1670 at the outbreak of the Indian War. He married Hannah Holyoke, granddaughter of William Pynchon, founder of Springfield, Mass., and the line is continued through their son, Deacon Benjamin, and his wife, Sarah Hollister; their son, Captain Samuel, and his wife, Hannah Moseley; their son, Samuel (2d), and his wife, Mary Smith, and their son, Samuel (3d), and his wife, Abigail Pantry Hooker, who were the parents of Seth Talcott. James Talcott was educated in the schools of West Hartford, Conn., at Westfield Academy, and at Williston Seminary, Northampton, Mass. In 1854 he began business under his own name in New York City, and so continued until 1 Jan., 1915, when the corporation of James Talcott, Inc., was formed, to conduct the large concern with various annexes in New York and other cities. It sells and finances the product of a great number of mills and manufacturers of foreign and domestic woolens, cottons, silks, gloves, embroideries, etc. Mr. Talcott was a man of strong personality and keen judgment, one of the old school of "merchant princes," whose commercial prestige was the result of infinite persistence and sound business principles. He was public-spirited and philanthropic; was a founder and trustee of Northfield Seminary at Northfield, Mass., where he erected a library building; built a dormitory at Oberlin College, Oberlin, Ohio; and erected the Grace Talcott Hospital at Shuntefee, China. He was a Presbyterian in his religious affiliations and active in the work of the church, of which he was an elder. He founded a professorship for religious instruction at Barnard College, New York City; was a trustee of the Young Women's Christian Association, New York City; member of the International Committee of the Young Men's Christian Association; was one of the founders of the Jerry McAuley Water Street Mission, Cremorne Mission, and Home for Intemperate Men. He also erected an arboretum at Mount Holyoke Seminary, Mt. Holyoke, Mass., and an addition to the library building at West Hartford, Conn., also a building for Berea College, Berea, Kentucky. He was not interested in politics to any extent, preferring to devote his time to doing good to his fellow men. His career was that of a capable, energetic, and honorable business man and of a generous and patriotic citizen. Aside from the house of James Talcott, Inc., Mr. Talcott was connected with several other corporations; was a director of the Manhattan Company, American Hosiery Company, vice-president of the Chamber of Commerce, New York; member of the New York Board of Trade and Transportation, Merchants' and Manufacturers' Board of Trade, and the Protective Tariff League; member of the New England Society, American Museum of Natural History, Metropolitan Museum of Art, Botanical and Zoological Gardens, and a life member of the American Geographical Society. He belonged to the Republican, Patria, American Yacht, and Riding Clubs. Mr. Talcott married 31 Oct., 1860, Henrietta E., daughter of Rev. Amzi Francis, of Bridgehampton, L. I. Their children are: James Frederick, Francis Edgar, Arthur Whiting, Grace (Mrs. Warner M. Van Norden), Edith (Mrs. H. Roswell Bates), and Reginald Talcott.

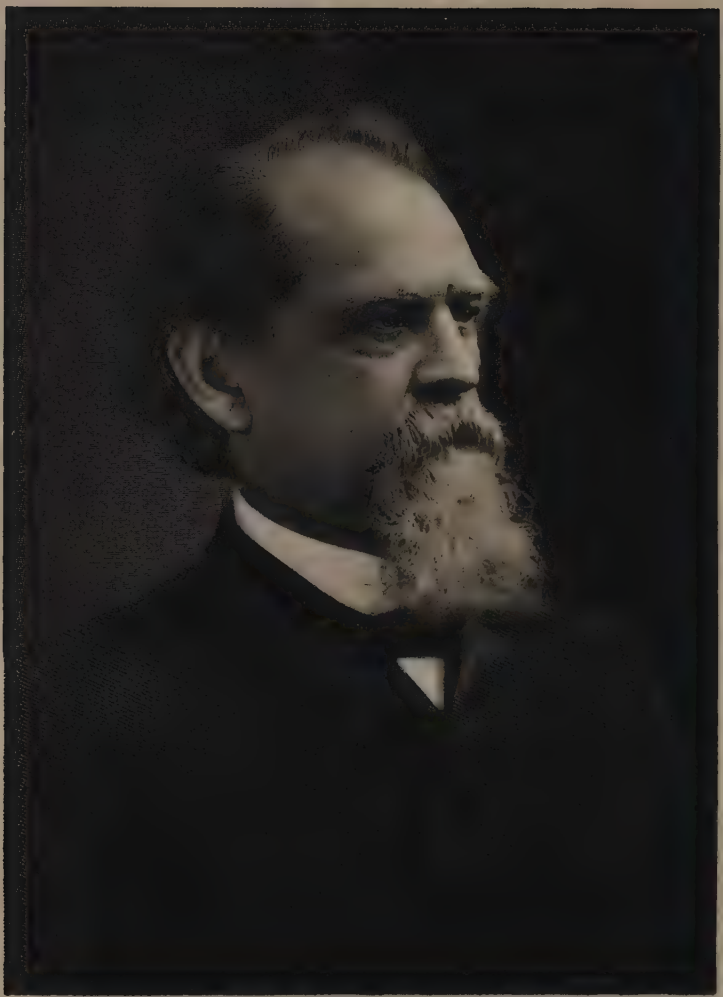
BARKER, Wharton, financier, economist, and publisher, b. in Philadelphia, Pa., 1 May, 1846, son of Abraham and Sarah (Wharton) Barker. His earliest paternal American ancestor came from England and settled in Massachusetts in 1628. His paternal grandfather, Jacob Barker, was a cousin of Benjamin Franklin, an ardent supporter of the war party in 1812, and taker of the $10,000,000 loan of 1814, which enabled the United States to continue the war against Great Britain, and to terminate it successfully. Mr. Barker was educated at Short's Latin School and the University of Pennsylvania, from which he received the degree of A.B. in 1866 and the degree of A.M. in 1869. Already before leaving college he had conceived very definite economic and political theories of an advanced nature. To give expression to his views on these questions, he began to publish the "Penn Monthly," in 1870. In 1880 this became "The American," a weekly publication. He continued as publisher and editor of this periodical until 1900. His discussions and editorials on economic, social, and political issues in these journals were unique and attracted a great deal of attention. In 1878 Mr. Barker was appointed special financial agent of the Imperial Russian Government in this country and discharged the task intrusted to him in connection with the building of the cruisers "Europe," "Asia," "Africa," and "Zabiaca," so much to the satisfaction of the Emperor Alexander II that the latter conferred on him the order of St. Stanislaw. With a staff of engineers he conducted a survey of the coal and iron deposits in the Donetz region in Russia, after which he proposed a large plan for their development. An expenditure of $20,000,000 for railroads, mills, and smelting plants was approved by the Czar only three days before his assassination. But his successor, Alexander III, vetoed the arrangement because he desired that the work should be done entirely under Russian supervision. In 1887 the Chinese government, at the suggestion of Li Hung Chang, the great viceroy, and Cheng Yen Hoon, the Imperial Chinese Minister to Washington, took under consideration an enterprise of great magnitude. Mr. Barker at once sent his private agents to China, and on the termination of their negotiations with the Chinese government the latter sent a special embassy to Philadelphia, consisting of three high mandarins, the chief of which, His Excellency Ma Kiet Chang, outranked the resident minister at Washington. The result of the ten weeks of negotiations carried on at Philadelphia was the great concession of 1887, granted to Mr. Barker and his associates. But before any action could be undertaken under the agreement, the concessions were canceled, on account of the jealousies and intrigues of certain English and American bankers, who brought pressure to bear through the British government. Mr. Barker has always been keenly interested in politics, though he has never been a machine politician. Until 1896

he was a Republican in national matters and always progressive. He was in favor of certain very definite public policies and of the elevation of men to high office to carry them out. He proposed the nomination of James A. Garfield for President, and brought about the combinations that caused his nomination at the Republican convention of 1880 and the defeat of General Grant and Mr. Blaine. Immediately after the assassination of Garfield he took action which resulted in the nomination of Benjamin Harrison for President in 1888. In the strong movement against the Republican machine which took place in Pennsylvania from 1882 to 1890 within the Republican ranks Mr. Barker was a prominent leader, action which gained him the reputation of being independent of party where the interests of the community or nation were at stake. In 1896 Mr. Barker gave his support to the Democratic platform and Mr. Bryan, because they then, in a measure, met his demands and also because the Republican platform was most offensive to him. This action was indeed a sore trial, for he was a warm, personal friend of William McKinley. But his support of the Democratic platform was very short-lived; when the Democratic party and Mr. Bryan refused to take advanced ground on the great issues of that campaign, he immediately gave his support to the People's party. Four years later that party nominated him as its candidate for President, to which, more than to any other factor of the campaign, has been attributed the defeat of Mr. Bryan and the election of McKinley and Roosevelt. "I have often asked myself," said President McKinley to Mr. Barker, some time afterward, "what would now be your position in the Republican party had you not withdrawn your support; a high place, I am sure. However, you have always had the courage of your convictions, and, although you have probably lost high public places, you retain the sublime satisfaction of knowing that you have remained true to your ideals. I know another man who also had high ideals. He is now enjoying a very high office, bought by a sacrifice of his ideals." It was at about this same time that Mark Hanna said to Mr. Barker: "I do not understand, Barker, how you can be a Populist. Perhaps I do not know what a Populist is." Upon Mr. Barker's explaining to him the fundamental principles of the Populist platform, Mr Hanna replied: "Barker, when the American people understand the Populist doctrine as you state it, more than three-quarters of them will vote the Populist ticket." In 1879 Mr. Barker proposed an American Commercial Union of all the nations of the two Americas, with a common tariff against all the European and Asiatic nations and a fair distribution of the revenue receipts among the nations of the Union. He believes that the natural tendency of trade is to run north and south, and not east and west. He was also very much opposed to the retention of the Philippines by the United States after the Spanish-American War, and has continuously advocated setting the islands free, under a guarantee of the Pacific Powers. Mr. Barker is a widely recognized authority on the problems of transportation, the capitalization of public service corporations, taxation, money, and credit, and he is now the chief advocate of national money and public banks. He believes that the capitalization of public service corporations should be limited to an amount sufficient to produce or reproduce the properties, and the charge for service should be fixed at rates high enough to maintain and operate the property efficiently and to pay 6 per cent. interest on the cost of reproduction, and no higher. He is especially opposed to the doctrine that the charges should be "all the traffic can bear." Mr. Barker is also a strong advocate of the nationalization of the railroads, direct taxation, income tax, public ownership of enterprises which in their nature must become monopolies and of natural resources. Mr. Barker has traveled extensively, having visited practically every country on the face of the globe to study local conditions. As has already been indicated, he has been very active in financial circles; he founded the Investment Company of Philadelphia, with $4,000,000 capital, and the Finance Company of Pennsylvania, with $5,000,000 capital. He has been a trustee of the University of Pennsylvania since 1880. He was the first president of the Penn Club of Philadelphia; he is also a member of the Union League, the Art, and the Manufacturers Clubs. He is a member of the American Philosophical Society, the Academy of Natural Sciences, the Historical Society of Pennsylvania, and the Academy of Political Science. On 16 Oct., 1867, Mr. Barker married Margaret Corlies Baker, of New York. They have had three sons: Samuel Haydock, Rodman, and Folger Barker, all graduates of the University of Pennsylvania.

MAXIM, Hudson, inventor, b. in Orneville, Piscataquis County, Me., 3 Feb., 1853, fourth son of Isaac and Harriet Bostons (Stevens) Maxim. His earliest ancestor was Samuel Maxim, an Englishman of Huguenot descent, who came to this country some time before 1700, and settled in Rochester, Mass. He was educated at the Maine Wesleyan Seminary at Kent's Hill. During his schooldays he devoted much of his time to chemistry, engineering, and the natural sciences, and, as early as 1875, he formulated the hypothesis of the compound nature of atoms, which has become a generally accepted theory within the last few years. From 1883 to 1888 he was engaged in the subscription book-publishing business in Pittsfield, Mass. During that time he wrote a book on Penmanship and Drawing, of which nearly half a million copies were sold. He also invented a process for printing in colors which was tried in one number of the "Evening Journal," of Pittsfield. In 1888 he left the subscription publishing business for the occupation of experimenting in ordnance and explosives, and in 1890, built a dynamite and smokeless powder factory at Maxim, N. J. He was the first to make smokeless powder in the United States, and the first to submit samples to the United States government for trial. His smokeless powder was afterward adopted by the government. In 1897 he sold his inventions to E. I. DuPont de Nemours and Company of Wilmington, Del., and became consulting engineer and expert in their development department. In 1901 he sold to the U. S. government the formula of "Maximite," the first high ex-

plosive to be fired through heavy armor plate. Later he perfected "Stabillite," a smokeless powder producing better ballistic results than any other now in use. A feature of this new gunpowder is that it can be used as soon as produced. This, in view of the fact that ordinary nitro-cellulose smokeless powder requires several months to dry, renders stabillite of the greatest importance in war. He is the inventor, also, of the United States service detonating fuse for high explosive armor-piercing projectiles; of "motorite," a new self-combustive material for driving torpedoes; of a process and apparatus for manufacturing multi-perforated powder grains; of improvements in smokeless powder grains, and of a torpedo-ram, having the form of a nearly submerged torpedo boat, so designed that the explosion of the warhead on ramming a warship does not imperil the lives of the torpedo crew. In 1906 Mr. Maxim invented the process of making calcium carbide continuously by the electrical resistance of a molten carbide conductor, removing the carbide as fast as formed, and simultaneously supplying fresh material to the heating field, which is now in general use in this country. During his experiments in the manufacture of calcium carbide, he invented a process for the manufacture of microscopic diamonds by electro-deposition. Mr. Maxim is the author of "The Science of Poetry and the Philosophy of Language" (1910); "Defenseless America" (1915); "Leading Opinions Both For and Against National Defense" (1916); "Dynamite Stories" (1917). The work on language embraces an exhaustive treatise on the nature and use of sounds in language, and contains many important scientific discoveries in the constitution and dynamics of human speech. Mr. Maxim is an effective public speaker, and is also a frequent contributor to the leading periodicals. He is an ex-president of the Aeronautical Society of New York; a member of the Society of Chemical Industry, Military Service Institution, Navy League, and Chemists' Club. In 1913 the degree of D.Sc. was conferred upon him at Heidelberg University, Tiffin, Ohio. In 1916 he was appointed a member of the Naval Advisory Board. On 26 March, 1896, he married Lilian, daughter of Rev. William Durban, a well-known linguist and *litterateur*, of London, England.

HOWE, Julia Ward, author and social reformer, b. in New York City, 27 May, 1819; d. in Middletown, R. I., 18 Oct., 1910, daughter of Samuel and Julia (Cutler) Ward. Her father was the grandson of Gov. Samuel Ward, once governor of Rhode Island and a member of the first and second Continental Congresses. Her mother also came of very distinguished stock and was related to many of the most prominent people of her own generation. During all of her childhood and girlhood Miss Ward led a very secluded life; the family was socially very exclusive and the child hardly had social intercourse with others than her tutors and her relatives. At the age of five she lost her mother and then her seclusion became even more strict. In her own words, "he (her father) dreaded for his children the dissipations of fashionable society and even the risks of general intercourse with the unsanctified many." Until the age of nine she was taught at home such accomplishments as were thought very proper for young ladies in that period, such as music, dancing, French, sketching, etc. Then her father sent her to a very select boarding-school, where she continued studies of very much the same nature. Her serious studies only began when she left school, at the age of sixteen. Realizing the emptiness of the accomplishments which she had been taught, she set to work, at her own volition, and devoted herself daily to a fixed number of hours of study. This self-imposed course of study included French, German, literature, history, and philosophy. During this period, also, she made her first attempts at writing: dramas, poetry, and essays. From the point of view of a later generation, however, it is obvious that Miss Ward had, save for some facility for turning a rhyme, very little literary talent. And at least her earlier works show plainly nothing more than the thoughts of a slightly frivolous society girl. Upon entering her twenties her brother married and gradually her father relaxed his previous strict vigilance, and after his death she was able to mix in society quite freely, for now she lived with her brother and his family. Speaking of this period, she says: "The history of the next two years would, if written, chronicle a series of balls, concerts, and dinners." While on a visit to Boston, in 1841, Charles Sumner, the statesman, an intimate friend of her brother, often called upon her. Through him it was that she one day, in his company, paid a visit to the Perkins Institute for the Blind, which had been founded by Dr. Samuel Gridley Howe, the teacher of Laura Bridgman, the blind deaf mute made famous by Dickens through his "American Notes." The acquaintance with Dr. Howe, begun on this occasion, ended in the marriage of the serious social reformer and the handsome and charming young society belle. This was the turning-point in the life of the young woman. After the marriage ceremony the couple sailed for Europe and spent some time in London, where Dr. Howe was already famous and where they were received by many of the celebrities of the time. They had tea with Carlyle and with Wordsworth, they were the guests of various statesmen and noblemen, and they became very intimate with Charles Dickens. With the latter Dr. Howe rambled about the poorer quarters of London, viewing the conditions of the lower classes. Mrs. Howe often accompanied them, and these experiences had the effect of turning her mind into more serious channels. Gradually the desire to be of real use to the world came over her. Upon their return to America this influence was many times intensified by their associations there. They lived in South Boston, in a distinctly unfashionable quarter. "I was now," writes Mrs. Howe, "to make acquaintance with quite another city—with the Boston of the teachers, of the reformers, of the cranks, and also—of the apostles." Among the almost daily visitors whom the Howes entertained were Longfellow, Holmes, Emerson, Theodore Parker, Garrison, the abolitionist, and Wendell Phillips. With the example of such men before her, Mrs. Howe ceased to find enjoyment in the social functions of fashionable society.



Engd by Campbell Brothers New York

J. B. Gordon

statesman and sol-
8 Feb., 1872; d.
son of Rev.
Gordon.
Baptist denomination
education in the
Co., and afterward
of Georgia. On leaving
he directed his attention to the study of
in-law, Logan E. Bleckley, afterward Chief
Justice of Georgia. He was admitted to the
bar and practiced his profession with Judge
Bleckley as his associate until 1861, when on
the outbreak of the Civil War he joined the
volunteers. He served to the close of the war,
rank of major, lieutenant-
brigadier-general, major-
lieutenant-general, and at the
was in command of our
army. General
yesterday. I could
gave you permanent

An anti-slavery newspaper, "The Commonwealth," was running in Boston, and one winter Dr. Howe assumed the editorship. Mrs. Howe assisted him. This revived her literary ambitions, and in the spring of 1854 appeared her volume of poems, "Passion Flowers." As she herself remarked long afterward, "It was a timid performance upon a slender reed," and this, her own estimate, seems quite near the truth. Next appeared a drama, "The World's Own," which was produced in New York, but it attracted very little attention and did not run long. The outbreak of the Civil War stirred Mrs. Howe very deeply, and then it was, under the inspiration of the excitement of the time, that she wrote the one piece of verse which was not only widely read and quoted, but which became one of the popular songs among the Union soldiers: "The Battle Hymn of the Republic." It was not till some time after the war that Mrs. Howe took up that work which was to make her famous; she began lecturing, at first in private parlors, later on the public lecture platform. As early as 1848 Elizabeth Cady Stanton had called a convention of women whose object was to obtain certain social privileges for women, a movement which gradually acquired volume and blended into the demand for suffrage. At first Mrs. Howe had heard these claims with intense prejudice, but as they became more insistent she gave them more serious consideration; then became herself an ardent supporter of the cause. Thus, at the age of fifty, Julia Ward Howe turned into an advocate for the rights of her sex. Her first independent effort was to organize an international protest on the part of women against the Franco-Prussian War. This was a complete failure. She now, for some years, became an energetic lecturer for the suffrage movement, sometimes addressing large audiences in crowded auditoriums and often presiding at national conventions. In 1870 Mrs. Howe became interested in organizing women's clubs; her argument for this new movement, of which she was practically the founder, was that it brought women out of the narrow limits of their homes and broadened their minds through mutual intercourse. As if some dormant force had been awakened at her call, women all over the country began leaving their kitchens and organizing themselves into clubs for the purpose of reading, talking, and discussing together. Later these clubs were inspired to do things; to take up social service of various kinds; they became interested in such subjects as child labor, impure milk, insanitary housing, and education. Before many years had passed these organizations included close to a million women, and for this vast field of new activity Julia Ward Howe was more responsible than any other single woman. She had awakened the women of America to a realization that they, too, were a part of the social body. In later years, naturally, Mrs. Howe was obliged to relinquish her activities, but she became, as she was often termed, "the grand old lady" of America. People came on pilgrimages to see her. When she entered a theater audiences rose in respect. Up to the last days of her life her mind remained active. When asked for a motto for the women's clubs, at the age of ninety-one, her reply was, "Up to Date."

GORDON, John Brown, statesman and soldier, b. in Upson County, Ga., 6 Feb., 1832; d. at Biscayne, Fla., 9 Jan., 1904, son of Rev. Zachary Herndon and Melinda (Cox) Gordon. His earliest paternal ancestor, Adam Gordon, came to America from Scotland, in 1630, and settled in Fredericksburg, Va. Since that time his descendants have played an important and conspicuous part in the Colonial, Revolutionary, and later history of the Southern States. One of them was a member of the first State assembly of North Carolina; others were officers in command of forces at the battle of King's Mountain during the War of the Revolution; while three of John Brown Gordon's brothers took their places beside him as officers of the Confederate army. His father was a planter and a minister of the Baptist denomination. He received his early education in the preparatory schools of Upson County, Ga., and afterward entered the University of Georgia. On leaving the university he directed his attention to the study of law, which he read in the office of his brother-in-law, Logan E. Bleckley, afterward Chief Justice of Georgia. He was admitted to the bar and practiced his profession with Judge Bleckley as his associate until 1861, when on the outbreak of the Civil War he joined the volunteers as captain of a company of mountaineers. He served to the close of the war, being promoted in succession as the result of gallant and conspicuous service on the field of battle to the posts of major, lieutenant-colonel, colonel, brigadier-general, major-general, and lieutenant-general, and at the close of the war was in command of one wing of General Lee's army. General Gordon filled every ideal of an American soldier. It was said that he had the "sublime faith of Jackson, the sound judgment of Johnston, the steadfastness of Longstreet or Cleburne, the genius of Forrest, the boldness and dash of Stuart, the intensity of Early or Davis, and was as unselfish and pure in thought as Lee." And it is also said that "no soldier in American arms ever made a record that surpassed in audacity and success the one marked out by Gordon." At Antietam, in 1862, during the engagement of the battle of Sharpsburg, he occupied the most vital and exposed point on Lee's center, and although during the course of the day he was struck by five balls, he roused his men to tremendous effort and sustained them against overwhelming odds until he was borne unconscious to the rear of the line. For his heroism on this occasion General Gordon was rewarded by being made brigadier-general. At Spottsylvania, 12 May, 1864, he was in temporary command of General Early's division. General Hancock, by seizing the "Horseshoe" had cut the Army of Virginia in two, when Gordon, acting quickly, halted Hancock's assault at the supreme moment, and saved the day. For his bravery and good generalship upon this occasion he was made major-general, General Lee remarking on presentation of the honor, "You saved the army and won its admiration by the way in which you handled your division yesterday. I could not rest satisfied until I gave you permanent command of it. I tele-

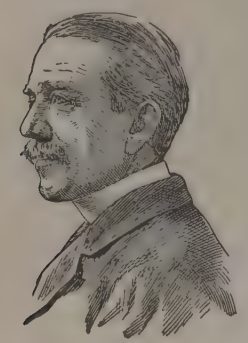
graphed the President and am glad to give you his reply, that you have been commissioned a major-general to date from the twelfth of May." General Gordon was to be found always on the most desperate line of battle, whether heading an offensive in the front or guarding the rear from attack of the enemy. At the battle of Petersburg, he was in command of Jackson's old corps. When the end was seen to be near, General Lee, who was able to hold in check the onslaughts of the enemy in front, but was threatened with the annihilation of his army from the rear, sent Gordon to head the last desperate offensive of the Army of Northern Virginia. The attempt failed, and Gordon was ordered to protect the rear. In a brief biographical sketch written by his daughter we find the following: "He held the last lines at Petersburg and fought with stubborn valor for every inch of space. He guarded the retreat from the ill-fated city, and at Appomattox Courthouse was put at the head of the 4,000 troops (half of Lee's army), who were intended to cut through Grant's line, had not Lee surrendered." Of General Gordon's part in the last scenes of the tragic drama of the Civil War another historian writes: "On the day of the memorable retreat from Petersburg, when the time was well nigh for the last attempt of the army to cut through encircling foes, Lee brings him (Gordon) from the rear to the front. With the small remnant of his own men, and parts of Hill and Anderson's corps and a body of cavalry under General Fitzhugh Lee, Gordon, as the sun rose on that fateful morning to look on a nation dying there, dashed furiously against superior forces of artillery and cavalry, driving them back in confusion on the solid masses of Ord's infantry, and then stood ready to die, until Lee ordered a cessation of battle." Measured by all tests General Gordon fulfilled every requirement of military greatness. Major Stiles, in his book, "Four Years Under Marse Robert," says of Gordon in charge, "Gordon was the most glorious and inspiring thing I ever looked upon"; and General Hill called him the Chevalier Bayard of the Army of Northern Virginia. He was second only after Lee. At the end of the war he addressed his soldiers exhorting them to "bear their trial bravely, to go home in peace, obey the laws, rebuild the country, and work for the harmony and weal of the Republic." After the war he settled in Atlanta, Ga., where he again entered upon the law practice which the four years of warfare had interrupted, and in a short time became as potent a force in the civil life of the South as he had been as leader of its armies. He was a member of the National Union Convention held in Philadelphia in 1866, and chairman of the Georgia delegation to the National Democratic Convention in 1868; was nominated, against his own wishes and in the face of his refusal to allow his name to go before the nominating committee, as candidate for the governorship of Georgia, was elected according to his own party, but counted out by the reconstruction machine; was delegate-at-large to the National Convention at Baltimore, in 1872, and was elected to the U. S. Senate that same year, defeating Alexander H. Stephens and Benjamin H. Hill, and was re-elected in 1879, resigning in 1880, to raise the funds for the construction of the Georgia Pacific Railroad. He was elected governor of Georgia in 1886, was re-elected in 1888, and was again elected to the U. S. Senate in 1890. As a statesman, General Gordon's career was a series of brilliant achievements and useful services. An orator of unusual power, probably his peer in that art has never been heard in that body, he was indeed the man of the hour, defending the South and her interests while at the same time he exerted a strong conservative influence. He was prominent in the settlement of the Louisiana troubles; aided Lamar in saving Mississippi from the misrule of the "carpet-bag" administration; and secured the removal of troops from South Carolina. He was an able and popular chief executive of his State, the New York "Sun" declaring his first inaugural worthy of Thomas Jefferson. When the news came to the Georgia capitol of his last election to the Senate, he was placed on a caisson and drawn through the streets by the enthusiastic populace. After this service he retired, by choice, to private life and devoted his last days to lecturing and writing. In his lecture tours General Gordon went all over the country as an emissary of peace, his remarkable lecture, "The Last Days of the Confederacy," having a distinct place in bringing about a better understanding between the North and the South. It was at this period of his life that he wrote his "Reminiscences of the Civil War," a volume most interesting as a narrative, enlivened by anecdotes and stories even at the darkest moments, a strong, fair, recital of events, evincing no bitterness or hatred, but only a great desire to do every man justice. As a historical and literary contribution the "Reminiscences" have been compared to Morley's "Life of Gladstone." For the rest General Gordon was a Christian gentleman whose public and private life alike were without stain. At the news of General Gordon's death flags were at half-mast in the Southern capitals and Confederate veterans and sons of veterans gathered at his bier. Condolences came from all parts of the country, and a regiment of regulars, sent by the President of the United States, with the national colors draped and arms presented, saluted the dead soldier. It is said that only President McKinley had been accorded a similar demonstration. Immediately after his death a plan was set on foot to erect a memorial of General Gordon in the capitol square at Atlanta, and on 25 May, 1907, a statue of Gordon, done in bronze, by Solon Borglum, was unveiled at Atlanta with appropriate ceremonies. General Gordon married, in LaGrange, Ga., 18 Sept., 1854, Fanny Haralson, daughter of Hon. Hugh Haralson, member of the U. S. Congress and chairman of the Committee on Military Affairs in the Mexican War. A woman of superior courage, she left her two young children with their nurse and followed her husband (who was then twenty-nine and older than herself) to the front, remaining near him during the whole campaign, and after the battle of Sharpsburg, where he was five times wounded, saved his life by her nursing. It is related that when the Con-

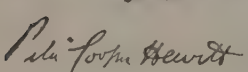
federate troops were retreating through Winchester, on learning that they were Gordon's men, she rushed out into the street, with minie balls falling all around her, and made a desperate attempt to turn them back. There were five children of this union: three sons, Hugh Haralson Gordon, Frank Gordon (deceased), John B. Gordon, Jr. (deceased), and two daughters, Frances and Caroline Gordon. General Gordon took an active part in all the religious work of the Army of Northern Virginia. When the survivors of the Confederate armies formed the United Confederate Veterans' Association, they elected Gordon "General Commanding" and refused to allow him to resign, declaring that death alone should relieve him from that post of honor.

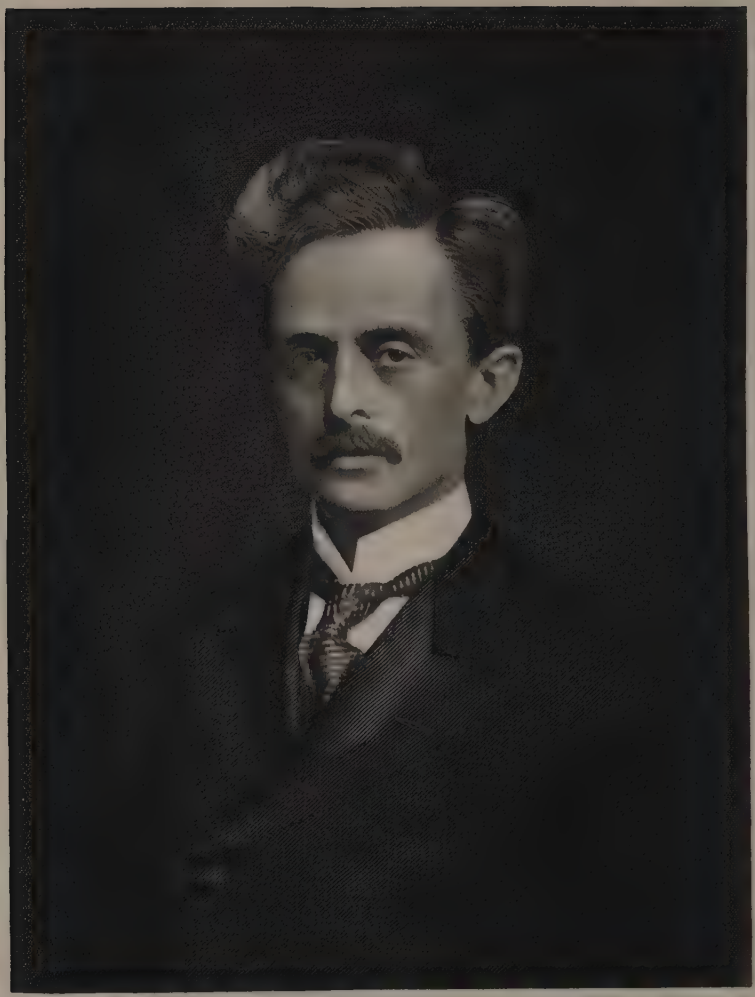
PALMER, Lowell Melvin, financier, b. in Chester, Ohio, 11 March, 1845; d. in Stamford, Conn., 30 Sept., 1915, son of Chester Urban and Achsah Smith (Melvin) Palmer. His father, son of the Rev. Urban Palmer, a Presbyterian clergyman, was born in Litchfield, Conn., but early went to the Western Reserve, and was for many years a wool merchant in Northern Ohio. His earliest paternal American ancestor was Walter Palmer, one of the founders of Stonington, Conn., in 1645. On the maternal side he is descended from John Howland (1592-1673), a passenger in the "Mayflower" (1620); thirteenth signer of the "Mayflower" Compact; one of the founders of Plymouth colony; governor's assistant (1633-35), and deputy for Plymouth to the Plymouth Colony Court (1641-70); and from John Tilley, another "Mayflower" passenger, and sixteenth signer of "Mayflower" Compact, both of whom took part in the "first encounter at Great Meadow Creek." Other ancestors on maternal side were the four companions in the canoe with Roger Williams, when they landed on Slate Rock, in June, 1636, and founded the city of Providence, R. I. They were: Thomas Angell, Rev. Chad Brown, John Smith, and William Harris. Lowell M. Palmer was educated in the public schools of his native town and at Western Reserve College, where he was a student until the outbreak of the Civil War. When Fort Sumter fell on 14 April, 1861, and President Lincoln called for 75,000 volunteers, he enlisted, although a youth of only sixteen years. He was in all the battles of the army of the Cumberland, including Chickamauga, under the command of Gen. George H. Thomas; in General Schofield's corps in the Atlantic campaign under the command of General Sherman, and in the battles of Franklin and Nashville. In one engagement he was in command of a battery when all of his companions but one were killed. Later he became a member of General Schofield's staff. When mustered out he held the rank of captain. Shortly after the war Mr. Palmer came to New York and became associated with his uncle, Austin Melvin, of the firm of A. Melvin and Company, prominent leather merchants of the "Swamp." He had charge of all their warehouses and remained with them for about a year. In 1867 he started in the cooperage business and his great success attracted the attention of the late Frederick C. Havemeyer. In 1874 the entire cooperage business of Havemeyer and Elder was turned over to Mr. Palmer, the Brooklyn Cooperage Company was organized, with Mr. Palmer as its president. It was at this time also that a co-partnership was formed between the firm of Havemeyer and Elder and Mr. Palmer, resulting in the establishing of the railroad terminal known as Palmer's Docks. Through contracts made by him with all the leading railroads, it was there that he brought the first freight cars to Brooklyn on railroad floats and lighters, and also built the first elevated coal pockets in the country. Mr. Palmer was a director for many years of the American Sugar Refinery Company, but retired in 1906, when he bought the controlling interest in the firm of E. R. Squibb and Sons, one of the oldest chemical manufacturing concerns of New York, established in 1858. At the time of his death Mr. Palmer was president of E. R. Squibb and Sons, vice-president of the Palmer Lime and Cement Company, and a director in the Market and Fulton National Bank, Franklin Trust Company, Colonial Trust Company, United States Lloyds Insurance Company, Manhattan Life Insurance Company, Union Ferry Company, and the Brooklyn Academy of Music. He was a vigorous, progressive, tolerant, and large-minded American, whose love for his country was equaled only by his belief in her greatness and his confidence in her destiny. As he fought the battles of righteousness in war, so also he had been a pioneer in righteous and beneficent action in business, in citizenship, and in every walk of life. He was the wise and safe counselor of many of the foremost business men in New York in their most important transactions. He was also a great lover of art, and from 1900 to the time of his death served as a trustee of the Brooklyn Institute of Arts and Sciences. His gallery of paintings at his home in Brooklyn, N. Y., was considered one of the most noted in that city. His library contained many rare first editions. At his country home in Stamford, Conn., he created a large arboretum from which he furnished specimens without charge to botanical gardens and educational institutions. He knew his trees, and his shrubs gathered from many lands, as he knew his paintings and his books. Mr. Palmer was a director of the Academy of Music and largely instrumental in establishing it. For many years he was a trustee of the First Presbyterian Church of Brooklyn, a member of the Society of Colonial Wars, the Ohio Society, the Loyal Legion, and the Metropolitan Museum of Art. He married, 24 Oct., 1877, Grace Humphreys Foote, of Brooklyn, N. Y. They had eight children, four sons and four daughters, six of whom survive him: Lowell M Palmer, Jr., Florence Palmer Weicker, Grace Palmer Johnston, Lily Palmer McIlvain, Ethel J. Palmer, and Carleton Humphreys Palmer.

HEWITT, Peter Cooper, inventor, mechanical and electrical engineer, b. in New York City, 5 March, 1861, son of Abram Stevens and Sarah Amelia (Cooper) Hewitt. His father (q.v.) was a prominent and influential iron manufacturer and merchant of New York and mayor of that city, and his mother was a daughter of Peter Cooper, the well-known manufacturer and philanthropist of New York,

and a descendant of Obadiah Cooper, one of two brothers who came over from England about 1662, and settled at Fishkill-on-the Hudson. Peter Cooper Hewitt was educated in the Stevens Institute of Technology, Hoboken, and at Columbia University, making a specialty of economics, physics, electricity, and chemistry. Inheriting a taste for mechanics, he devoted his attention to the improvement of mechanical processes and to scientific and mechanical investigations of a miscellaneous order. He improved the machinery in his grandfather's glue factory, invented new forms of centrifugal machines and evaporators for use in breweries, and he also applied his inventive ingenuity to the development of automobiles, flying-machines, and electrical devices. He is best known to the public through his work in electricity, to which he began to devote serious attention in 1898. He undertook to procure a more economical electric light than the common incandescent lamp. It has been long the desire of electricians to produce a relatively "cold" light, which would yet be commercially efficient. The nearest approach to these ideal conditions is the "Cooper Hewitt lamp." In its usual commercial forms it consists of a long glass tube containing mercury which is vaporized by an electric current. The flow of the current through the mercury vapor generates a bright light of low temperature, which completely fills the tube, and which is eight times stronger than the light produced by the carbon filament incandescent lamp for the same amount of power. The light of the Cooper Hewitt lamp is soft and diffused with a peculiar bluish-green color, due to the absence of red rays. It is not suitable for every lighting purpose owing to the absence of red rays, but is especially useful for taking and printing photographs, and it can be used for producing large quantities of light in open spaces, such as large shops and factories where the work requires more or less continual strain upon the eye. To supply the deficiency of the red rays, Mr. Hewitt invented a light transformer, designed to intercept part of the light from the lamp, to transform the intercepted rays into red rays, and radiate these red rays with the unchanged part of the light in the proper proportions to produce as much red as ordinary daylight. Another important invention is a device called by Lord Kelvin a "static converter," but more popularly known among engineers as the Cooper Hewitt converter. It is used to transform alternating currents into direct currents. The converter consists of an evacuated glass or metal bulb provided with two or three electrodes that serve to permit passage of current when the alternating pressures come to the right direction, and another electrode that carries the outgoing rectified or direct current. It operates, to use Mr. Hewitt's own words, like a check-valve in a water-pipe, permitting the current of electricity to flow freely in one direction, and entirely preventing the flow in the opposite. This fundamental invention, which is of great importance in the electrical world, led to many minor inventions of methods and devices for which the converter is adapted. He also invented an electrical interrupter, which may be used in connection with, or in place of, a switch for turning off powerful high-tension currents, and also for automatically making and breaking a circuit to produce high frequency impulses or alternations such as are used in wireless telephony and telegraphy. In wireless work it takes the place of a spark gap, to which it is superior in that it is safe, silent, and uniform in operation and may be accurately adjusted so as to permit and interrupt current flow at desired voltages and with the desired frequency. By the use of the interrupter it is possible to send wireless messages safely, quickly, and rapidly and with uniform strength and carrying power, and with less expenditure of energy. In this group should be mentioned his wireless telegraph receiver, a device consisting of a an evacuated tube having a sensitive electrode for detecting wireless telegraph signals. In sensitiveness it equals, if it is not superior to, any known receiver, and even when adjusted for the greatest sensitiveness it is capable of receiving, without injury, an amount of energy that would burn out and completely destroy any other known receiver. These four fundamental inventions, the lamp, the rectifier, the interrupter, and the wireless receiver, were all developed by Mr. Hewitt as the result of years of experimental study of the phenomena attendant upon the flow of an electric current through a vacuum tube. He has devoted many years to the experimental and theoretical determination of the efficiency of inclined surfaces operating either as propellant blades or as gliding-planes, with respect to the actual values of lifting effect, thrust and friction at all angles and all speeds in water as well as in air. Bearing on these studies he constructed a hydro-plane motor boat, weighing 2,000 pounds and having four set of gliding-planes, each set consisting of several planes in tiers. In operation the hull of the boat is lifted entirely above the surface of the water, and the whole weight being supported by the dynamic reaction of the water against the inclined surfaces of the planes, the uppermost of which are lifted out of the water successively as the speed increased, thereby relieving the boat of their frictional resistance. The boat, which was tested on Long Island Sound in 1907, attained a speed of over thirty-five miles an hour, thus verifying the correctness of the results of his theoretical calculations. He has also devoted considerable thought and attention to the subject of aeroplanes. His achievements as an accurate scientific investigator and the commercial value of his many successful inventions entitle him to a position in the front rank of American inventors. He is a







H. L. Parson

Squirrels and Other Fur Bear-
of Audubon," in Beacon
Songs of Nature," a col-
edited by Mr. Bur-
Values" (1904);
of Nature"

in Lowell, Mass., 3 July,
son of Ambrose and
He was graduated
with the degree
A.M.B., and
the degree of A.M.M.
the year following.
(1879-80) he was instructor in chemistry in
the Massachusetts Institute of Technology;
later (1883-86), he was instructor in mathe-

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director of the Cooper Hewitt Electric Company, the Hewitt Realty Company, the Lehigh and Oxford Mining Company, the Hexagon Realty Company, the Midvale Water Company, the New York and Greenwood Lake Railroad Company, and is a trustee of Cooper Union and the House of Rest for Consumptives of New York. He received the honorary degree of Sc.D. from Columbia University in 1903 and from Rutgers College in 1916. Mr. Hewitt is a member of the American Institute of Electrical Engineers, the American Physical Society, the Society of Naval Architects and Marine Engineers, the American Geographical Society, the New York Society of Electrical Engineers, and the General Society of Mechanics and Tradesmen. A tireless worker, he is nevertheless fond of social life and outdoor sports, and is a member of the Century Association, Union Club, Knickerbocker Club, Manhattan Club, Engineers' Club, the Players', the Lambs, the Brook Club, the Racquet and Tennis Club of New York, the Tuxedo Club, the Aero Club of America, and the Automobile Club of America. He was married 27 April, 1887, to Lucy, daughter of the late Frank Worth (q.v.), of New York City.

BURROUGHS, John, naturalist, b. in Roxbury, N. Y., 3 April, 1837. He is the son of Chauncey A. and Amy (Kelly) Burroughs. He is of English descent on his father's side, and of mixed Irish blood on his mother's side. He is one of a large family reared by his father, a hard-working, substantial farmer. After receiving an academic education, he taught school eight or nine years and served as a clerk in the treasury department at Washington from 1864 to 1873. In 1871, with two other clerks of the treasury department, he journeyed to London as custodian of U. S. bonds to the amount of $50,000,000 for exchange through the syndicate of Jay Cooke and Company. In 1873 he was appointed receiver of the Walkill National Bank in Middletown, N. Y. A year later he settled on a small fruit farm at West Park, N. Y., overlooking the Hudson River, and gave his time to literature and fruit-culture, except the months when his duty as bank examiner called him away. Mr. Burroughs is one of the most charming writers of the day, dealing with the themes of nature in a simple, suggestive, straightforward manner, investing his subjects with all the interest of a kindly personality and a singularly observant eye. In his hands even a commonplace theme takes on poetic beauty, and his readers are made to look out upon a world opulent with new meanings and the delight of life. The key to his wide popularity is found in the words which many years ago he wrote concerning himself: "I loved a few books much, but I loved nature, in all those material examples and subtle expressions, with a love passing all the books of the world." His published writings include, "Notes on Walt Whitman as Poet and Person" (1867); "Wake Robin" (1871); "Winter Sunshine" (1875); "Birds and Poets" (1877); "Locusts and Wild Honey" (1879); "Pepacton" (1881); "Fresh Fields" 1884); "Signs and Seasons" (1886); "Indoor Studies" (1889); "Riverby" (1895); "Whitman, a Study," (1896); "The Light of Day" (1900); "Squirrels and Other Fur Bearers" (1900); "Life of Audubon," in Beacon Biographies (1902); "Songs of Nature," a collection of nature poems edited by Mr. Burroughs (1904); "Literary Values" (1904); "Far and Near" (1904); "Ways of Nature" (1905); "Bird and Bough," poems (1906); "Camping and Tramping with Roosevelt" (1907); "Leaf and Tendril" (1908); "Time and Change" (1912); "The Summit of the Years" (1915); "Under the Apple Trees" (1916); "The Breath of Life" (1915). Mr. Burroughs is a member of the American Academy of Arts and Letters. He received the honorary degree of Litt.D. from Yale in 1910, and that of L.H.D. from Colgate in 1911. Mr. Burroughs married Ursula North, 13 Sept., 1857.

PEARSON, Frederick Stark, electrical engineer, b. in Lowell, Mass., 3 July, 1861; d. at sea 7 May, 1915, son of Ambrose and Hannah (Edgerly) Pearson. He was graduated at Tufts College in 1883 with the degree of A.M.B., and received the degree of A.M.M. the year following. Previously, for one year (1879-80) he was instructor in chemistry in the Massachusetts Institute of Technology; later (1883-86), he was instructor in mathematics and applied mechanics at Tufts College. With a notable combination of scholarly and executive talents he was instrumental in greatly enlarging the usefulness and efficiency of this course of study. Then for two years (1887-88) he was engaged as a mining engineer in the United States and Brazil. After a short term as manager of the Somerville (Mass.) Electric Light Company, he became chief engineer of the West End Street Railway, Boston, in 1889, then being equipped with electricity, and among the problems he solved were those of adequate insulation, better track construction and bonding, better engines and larger generators, improved switchboard equipment, and the prevention of electrolysis in underground pipes and cables. He found in the electrification of this road the crude beginnings of an experiment; he left it with two large power houses well advanced in construction, with 1,000 cars in operation, and with a reputation as the best equipped electric railway at that time in the country. He was consulting engineer for the Brooklyn Rapid Transit Company, while it was changing its motive power to electricity, and designed its Eastern District power station, the first large direct-connected plant in street railway service in America. He invented a number of important electrical devices at this period because they were not to be had of the manufacturers. In 1893, in association with Henry M. Whitney, of Boston, he organized the New England Gas and Coke Company and the Massachusetts Pipe Company, and soon after organized the Dominion Coal Company, of which he was chief engineer in charge of the reconstruction of its shipping piers at Sydney and Louisburg, the coal-handling apparatus at Montreal, and the operation and equipment of the company's mines at Cape Breton. Upon returning to New York he became chief engineer of the Metropolitan Street Railway, supervising the electrical equipment of the system and the construction of the Columbus Avenue and Lexington Avenue Lines,

and designing the electric power station at Ninety-sixth Street and the East River. He also designed the system of underground electrical conduit construction to meet the existing conditions in New York. With commendable foresight Dr. Pearson early recognized the business possibilities and opportunities in the South American countries. In 1898 he visited South America in behalf of Canadian capitalists interested in the development of a railway, light, and power plant at Sao Paulo, Brazil. The outcome was the organization of the Sao Paulo Tramway, Light and Power Company, which was developed by Dr. Pearson to the same high standard that he had reached in Boston, Brooklyn, and New York previously. Later, in association with capitalists of London, he organized the Rio de Janeiro Tramway, Light and Power Company, which was consolidated with the former company, the Sao Paulo Electric Company, the Société Anonyme du Gaz de Rio de Janeiro, and the Rio de Janeiro Telephone Company, into the Brazilian Traction, Light and Power Company, with a capital of $120,000,000, of which he was president until his death. In 1902 the Mexican Light and Power Company, Ltd., was organized by Dr. Pearson, and for this company there was erected a large hydro-electric plant at the falls of the Necaxa River, in Hidalgo State, and a distribution system in Mexico City and suburbs at a total outlay of $46,000,000. His fame as an American engineer and his success with Spanish-American railroads attracted the attention of British and Canadian financiers, and during the thirty years of his professional work he was called upon to advise regarding most of the large enterprises for the improvement of railway construction and operation in the chief cities of the United States, Mexico, South America, and Europe. He was chief consulting engineer for the Electrical Development Company of Ontario at Niagara Falls, and consulting engineer for the street railways of Toronto, Montreal, Winnipeg, St. John, and Halifax, and of the Montreal and St. Lawrence Light and Power Company. In 1907 he took over the control of the tramways in Mexico City, and, in 1909, his company leased the Mexican Light and Power Company. In 1909 he organized the Mexico North Western Railway, consisting of the two lines, one running south from El Paso about 150 miles, and another running west and north from Chihuahua, Mexico, the ends being joined to form a through line of about 500 miles from El Paso to Chihuahua through a very rich mining, lumber, and cattle country. The company also holds through subsidiaries 4,000,000 acres of pine lands at Madera on its line, and does a general lumber business in addition to its railroad. In 1910 he became interested in irrigation and organized the San Antonio Land and Irrigation Company, which purchased 50,000 acres of land near San Antonio, Tex., and constructed reservoirs and works for irrigating this land. In 1913 he organized the Texas Prairie Lands, Ltd., which purchased 60,000 acres near Plainview, Tex., also for irrigation purposes. Dr. Pearson's last great work was the organization and the development of the Barcelona Traction, Light and Power Company, organized in 1911. This company is building extensive hydro-electric installations and distributing systems in and around Barcelona, Spain. The company expended over $50,000,000 on these works up to 1915. Dr. Pearson was president and director of the Barcelona Traction, Light and Power Company, Ltd.; of the Mexico Tramways Company; Mexican Light and Power Company, Ltd.; of the Mexico North Western Railway; and of the Rio de Janeiro Tramway, Light and Power Company. He was director in the Sao Paulo Tramway, Light and Power Company, Ltd.; the Sao Paulo, Brazil, and the Denver and Salt Lake Railroad. Dr. Pearson's name will rank among the greatest practical engineers of the world. He was a man of brilliant mental attainments, possessing unusual executive ability and a prodigious capacity for work and heroic courage. He was withal of a kindly and hospitable disposition, generous to his employees and public-spirited. Those who worked under him felt the highest reverence for his zeal, his almost unequaled ability, his amiability, and all the manly virtues that adorn a leader. He was an innovator in industry, always eager to encourage new enterprises, and impatient of those who expressed doubt of the ability of Americans to produce anything and everything required by the inhabitants of the growing country. Combined with his indomitable energy and versatility of intellect, he possessed a wonderful power of imagination, not merely the susceptive imagination of the poet or the artist, but the constructive, the creative imagination of the scientist. One of the qualities that most endeared him to others was his simple, kindly manner, and entire absence of ostentation. He was always ready to receive a suggestion and if that suggestion seemed to him to possess merit he was ready to adopt it. In addition to this kindly disposition was an almost too ready confidence in the faith, good intentions, and ability of others. This confidence was generally well bestowed. Like a thread of gold through a fabric of silver there ran a keen sense of Yankee humor, which sometimes in the midst of grave and mighty transactions would be appreciated. His humor, however, was never low, never vicious; it left no sting. To Dr. Pearson's untiring energy and impartial appreciation, to his tremendous grasp of principles and mastery of details, to his wonderful memory and vivid imagination, to his versatility, his kindly disposition and his faith in others were due the immediate source of his successes, the unswerving loyalty and devotion without which it would have been impossible for any man to have conducted such great and widely scattered enterprises. Throughout his career Dr. Pearson kept himself thoroughly conversant with every phase of railway development, and his work showed the highest degree of scientific accuracy. No greater eulogy can be written of him than that he was a gentleman of high character, who had his struggles and his vicissitudes, and through it all strove to do his duty. He maintained residences at Great Barrington, Mass., where he had an estate of 13,000 acres; in Surrey, England, and in Barcelona, Spain. He was a member of the American Association for the Advancement of Science,

the American Society of Mechanical Engineers, the American Institute of Electrical Engineers, the American Institute of Mining Engineers, the Society of Naval Engineers, and the London Institute of Civil Engineers; also of the Engineers', Railroad, University, New York Yacht, and Metropolitan Clubs of New York City. He married 5 Jan., 1887, Mabel, daughter of William H. Ward, of Lowell, Mass. They had three children: Ward Edgerly, treasurer of the Pearson Engineering Company; and Natalie and Frederick Ambrose Pearson. While en route to London with his wife he lost his life on the steamship "Lusitania," which was torpedoed by a German submarine.

HOWELLS, William Dean, author, b. in Martin's Ferry, Ohio, 1 March, 1837, son of William Cooper and Mary (Dean) Howells. His grandfather, a native of Wales, came to this country early in the last century, and settled in one of the wildest regions of the then sparsely settled State of Ohio. His father, the editor of a local paper, had strong literary ambitions. Occasionally he received some books to review and thus collected a library, which in that time and locality was considered very large. He was particularly fond of reading aloud to his family in the evenings, his favorite authors being Cowper, Burns, Goldsmith, Scott, Byron, and Moore. Often the young boy was bored—for there was no fiction in this collection and he was still too young to appreciate anything without the narrative element—but in later years he felt obliged to admit that these readings had had a very decided influence in deepening his taste for literature. Mr. Howells had little regular schooling, and that little was terminated by his entrance, at a very early age, into the printing-shop of his father's paper. So he began making his living as a typesetter. But his hours were not too long, and he still had time to develop a growing taste for reading. Entirely by himself he acquired a reading knowledge of German, Spanish, French, and Italian. In spite of the influence which the father exercised as editor of the local newspaper, the family was very poor, and young Howells continued working as a printer during all his early youth. At this time his literary idols were Irving, Cervantes, and Goldsmith, but he was to pass by a long succession of shrines during his long life. Meanwhile, his desire to express himself through the medium of writing had begun to assert itself, and he devoted part of his leisure to literary composition, most of it, as he afterward admitted, in imitation of the style of his favorite authors, for nothing of this early work was ever published. Mr. Howells first began to attract public attention with his reports of the sessions of the State legislature in Columbus and his comments on current political events. The first position on a paper offered him, other than that of setting type, was as a reporter. His first assignment was to the police stations in Columbus, and this so horrified him that he immediately resigned. In years to follow he had reason to regret this, for he then realized that he had passed by the opportunity to gain experience in the realities of life. Soon after, however, he had another offer on the reportorial staff of a Columbus newspaper, and this time he accepted it gladly, as part of his work was the reviewing of books. Until this time he had led a very isolated life, being satisfied with the companionship of one or two friends, but now he was thrown into the gayety of local society, and found himself not at all averse to its stimulus. He still looks back on those two winters in Columbus as one of the pleasantest periods of his life. In 1861 he received, from President Lincoln, appointment as U. S. consul to Venice, and started for that city almost immediately. In this position he remained for four years, and during this period began his literary work in earnest. His two volumes of sketches, "Venetian Life" (1866), gained him many readers and admirers and have continued popular to the present time, though in no particular are they to be compared with his later works. Previously he had written only a volume of poetry, in collaboration with John J. Piatt (1860), and a "Life of Abraham Lincoln" (1860). Another product of his Italian life was his "Italian Journeys," published a year later, which still finds readers who enjoy its delicate humor and bits of poetic description. In 1866 Mr. Howells returned to America. For a long time thereafter his literary work consisted of book reviewing, largely for the "Nation," in New York City, of which he was also assistant editor (1866-72). Even when he became editor of the "Atlantic Monthly," in 1872, he continued writing the book notices for that periodical for some years longer. Nor did he entirely cease this form of writing when he became editor-in-chief, although he was then able to review only such books as proved pleasant reading, so that the work might not be mere routine drudgery. By this time his favorite authors had changed considerably; the old classics were replaced by the works of Turgenev, Henry James, and others even more modern. Tolstoy he called his "noblest enthusiasm," and added: "As much as one merely human being can help another he has helped me; he has not influenced me in esthetics only, but in ethics, too, so that I can never see life in the way I saw it before I knew him. Tolstoy awakens in his reader the will to be a man; not effectively, not spectacularly, but simply, really. He leads you back to the only true ideal, away from the false standards of the gentleman to the Man who sought not to be distinguished from other men, but identified with them." Mr. Howells' first acquaintance with the writings of Tolstoy marked a very radical change in the style of his own productions, which was much remarked by his readers at the time, though they were not then conscious of the cause of this change. Whether he gained or lost as a literary artist by this change depends largely on the point of view of the reader. After his return from abroad he continued publishing books of his own with a steady regularity, for Mr. Howells has been a very prolific writer. "Their Wedding Journey" (1871) was one of the first which gained him rather a wide popularity, and even to this day it enjoys nearly as great popularity as then. The books immediately following were also widely read, and presently Mr. Howells found himself the most popular writer of the country. He worked hard to keep up with the demand for

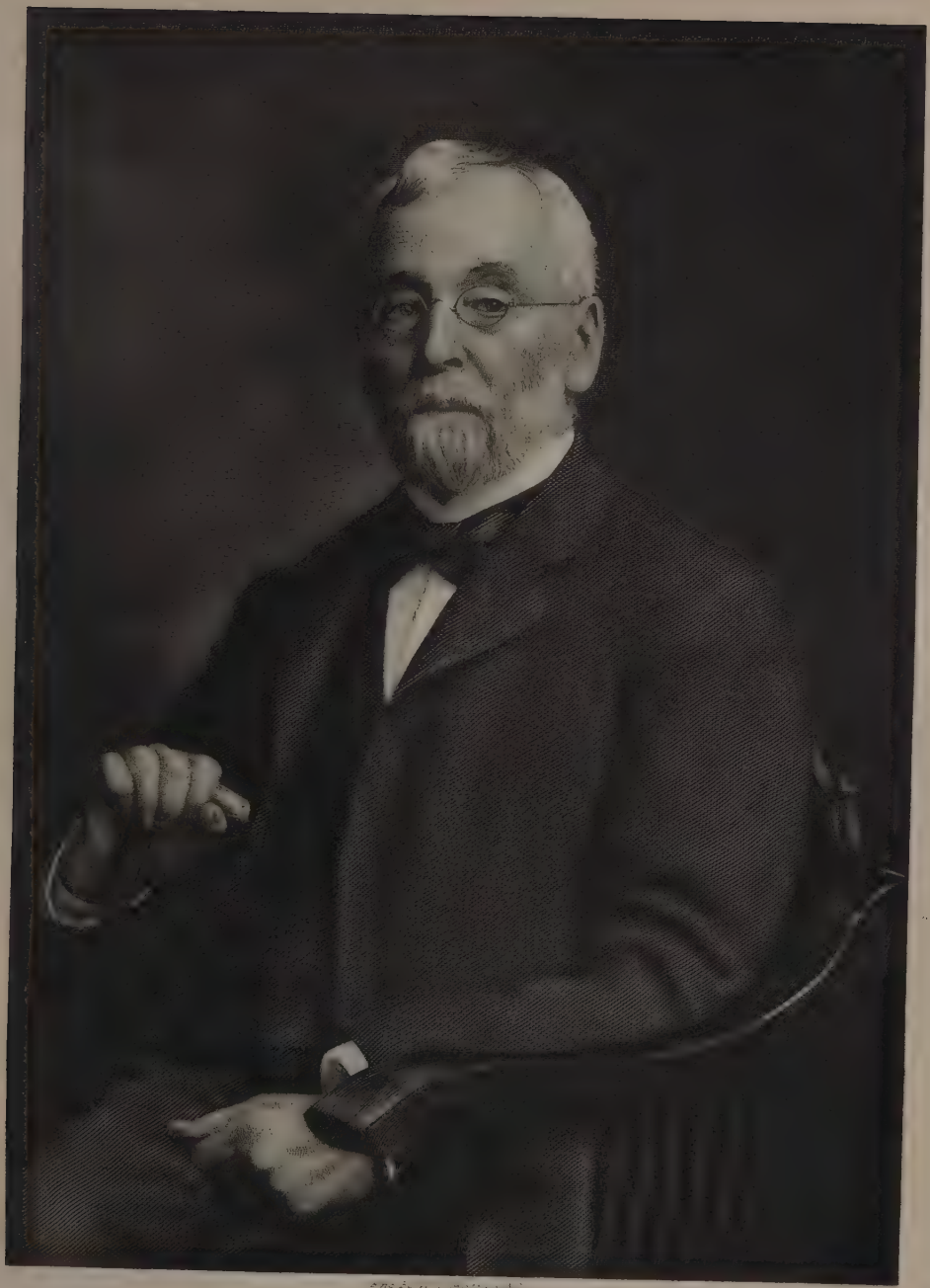
his books, and after a while went abroad again for a year's rest. His duties as editor, having interfered with his original writing, were finally abandoned, though he has continued to be connected with magazines during all the past years. Many of his stories have been published serially. During later years his farces have afforded great amusement to the younger generation. The change in style, already referred to, had lost him many of his early admirers, but on the other hand he gained many readers from the most intelligent circles. Today there is very little opposition to the general opinion that Mr. Howells is, and has been for many years, the foremost writer of American fiction, the dean of American letters. His style is distinguished for its faultless fluency, the perfect taste and finish of the whole, the perfect construction and almost always the quiet, charming story, a marked contrast to the sensationalism of many "best sellers." It largely portrays, or reflects, his own personality. The gathering of notable people from all parts of the country, including the President of the United States and many distinguished foreigners, which attended the dinner in celebration of his seventy-fifth birthday, in New York City, is only one concrete illustration of the affectionate regard in which Mr. Howells is held by all classes of his countrymen, engendered not only by his books, but to an equal extent by his own personality. Aside from the books already mentioned, Mr. Howells has written: "Suburban Sketches" (1872); "Poems" (1873); "A Chance Acquaintance" (1873); "A Foregone Conclusion" (1874); "Life of Rutherford B. Hayes" (1876); "A Counterfeit Presentment" (1877); "Out of the Question" (a comedy, 1877); "The Lady of the Aroostook" (1879); "The Undiscovered Country" (1880); "A Fearful Responsibility, and Other Stories" (1881); "Dr. Breen's Practice" (1881); "A Modern Instance" (1881); "A Woman's Reason" (1882); "A Little Girl Among the Old Masters" (1883); "The Three Villages" (1884); "The Rise of Silas Lapham" (1884); "Tuscan Cities" (1885); "Indian Summer" (1885); "The Minister's Charge" (1886); "Poems" (1886); "Modern Italian Poets" (1887); "April Hopes" (1887); "Annie Kilburn" (1888); "A Hazard of New Fortunes" (1889); "The Sleeping Car, and Other Farces" (1889); "The Mouse Trap, and Other Farces" (1889); "A Boy's Town" (1890); "The Shadow of a Dream" (1890); "An Imperative Duty" (1891); "The Albany Depot" (1891); "Criticism and Fiction" (1891); "The Quality of Mercy" (1891); "The Letter of Introduction" (1892); "A Little Swiss Sojourn" (1892); "Christmas Every Day, and Other Stories" (1892); "The Unexpected Guests" (farce, 1893); "The World of Chance" (1893); "The Coast of Bohemia" (1893); "A Traveller from Altruria" (1894); "My Literary Passions" (1895); "The Day of Their Wedding" (1895); "Stops of Various Quills" (1895); "A Parting and a Meeting" (1896); "Impressions and Experiences" (1896); "The Landlord at Lion's Head" (1897); "An Open-Eyed Conspiracy" (1897); "Stories of Ohio" (1898); "The Story of a Play" (1898); "The Ragged Lady" (1899); "Their Silver Wedding Journey" (1899); "Literary Friends and Acquaintances" (1900); "A Pair of Patient Lovers" (1901); "Poems" (1901); "Heroines of Fiction" (1901); "The Kentons" (1902); "Literature and Life" (1902); "The Flight of Pony Baker" (1902); "Questionable Shapes" (1903); "The Son of Royal Langbrith" (1903); "Miss Ballard's Inspiration" (1905); "London Films" (1905); "Certain Delightful English Towns" (1906); "Between the Dark and the Daylight" (1907); "Through the Eye of the Needle" (1907); "Fennel and Rue" (1908); "Roman Holidays" (1908); "The Mother and the Father" (1909); "Seven English Cities" (1909); "My Mark Twain" (1910); "Parting Friends" (farce, 1910); "Imaginary Interviews" (1910); "New Leaf Mills" (1913); "Familiar Spanish Travels" (1913); "The Seen and Unseen at Stratford-on-Avon" (1914); "Years of My Youth" (1915). Mr. Howells has also been editor of several collections of choice literary masterpieces, notably of "Choice Autobiographies" in eight volumes, with explanatory and supplementary essays, and "Library of Universal Adventure." His literary achievements have been notably recognized on several occasions by universities, colleges, and learned societies. The honorary degree of A.M. was conferred on him by Harvard University in 1867, and by Yale in 1881; the degree of Litt.D., by Yale in 1901, by Oxford in 1904, and by Columbia in 1906; and the degree of LL.D., by Adelbert College in 1904. In 1915 Mr. Howells received the gold medal of the National Institute of Arts and Letters, in recognition of his "distinguished work in fiction." He married, in Paris, France, 24 Dec., 1862, Elinor G. Mead, of Brattleboro, Vt.

WOOD, Jethro, inventor, b. in Dartmouth, Mass., 16 March, 1774; d. at Scipio, Cayuga County, N. Y., in 1834, son of John and Dinah (Hussey) Wood. His father was in easy circumstances and at his death left his son a considerable fortune. The family, of old American stock, had been Quakers for several generations back. Jethro's training was strictly within the limits of the Society of Friends, and though not a strict adherent, he remained a Quaker throughout his entire life. Even as a very young child he showed those inventive proclivities which were to result in so great a benefit to all mankind. Once, while still very young, he had shaped a small plow out of metal, not dissimilar to the model which was later to form the basis for modern agriculture. But not satisfied with the mere making of it, and wishing to see it in operation, he fashioned a harness of corresponding size and fastened the family cat to his plow. The protests of the cat attracted the immediate attention of paternal authority, and the future inventor was soundly thrashed for his precocity. On attaining manhood Mr. Wood removed to Scipio, in Cayuga County, N. Y., where he resided until his death. Here it was that he gave his first serious attention to the invention of a plow which was to be far superior to the primitive wood-ribbed instruments then in common use. Some of the poorer farmers even used the pronged pieces of timber still employed by

those semi-barbaric peoples barely emerging from the hunting stage of society. Mr. Wood sought to construct a metal mouldboard, so curved as to meet with the least resistance, and, at the same time, turn the strip of soil out of the furrow in one, continuous slice. His first experiments, covering a period of several years, were with wooden models, and with this material he endeavored to discover the right angle and curve of the mouldboard. His continual labors, with this end in view, excited only the ridicule of his neighbors and they dubbed him the "whittling Yankee." Finally he began experimenting with metal models, for the production of which he sliced oblong potatoes, until finally he was satisfied that he had discovered the proper shape for his plow. There were, apparently, some in the small community who not only took him seriously, but themselves became so enthusiastic that they attempted to emulate him in his efforts. For it is on record that Roswell Toulsby, Horace Pease, and John Swan, all citizens of Scipio, also applied for patents for plows of peculiar shapes and merits, none of which, ever proved of any permanent value. It was in 1814 that Mr. Wood applied for and obtained his first patent on his plow. And, though it is recorded that he made and sold a few of them, no particular notice seems to have been attracted toward his invention. Five years later, in 1819, he made another application, and was granted a patent on a plow with interchangeable parts, like the plows of today. The whole was made of cast iron, from which it obtained the name "cast-iron plow," which was commonly applied to it in the early days. Mr. Wood now began in earnest to manufacture and attempt to sell his plow. The nearest furnace was many miles away from his home, but he made the journey every day on horseback, to superintend the casting and the shaping of his plowshares. Even now the countryside would not take him seriously, and more than half suspected him of madness, for he was now spending a great deal of money. Even after the granting of the second patent, and after he had begun manufacturing, the experimenting went on and constant improvements were made. During all this period Mr. Wood had been corresponding with Thomas Jefferson, one of the few men who really appreciated the value of his efforts. Indeed, Jefferson himself had been working along the same lines, attempting to evolve a perfect plow, though his ideas were somewhat different from those of Wood's. Demonstrations now became a feature with the new plow, but the farmers jeered or, at the best, were merely indifferent. "Your cast-iron shares can't go through a stony field," they said. Wood finally persuaded a farmer, who had been most outspoken in his skepticism, to give one of his plows a trial in a field that was notoriously rocky. The event attracted a great deal of attention; it was a sort of a bet that the skeptic could not break the plow, no matter how hard he tried. Off went the plow, through the stony field, drawn by a team of horses and driven by the man who had laughed, and who must now prove himself right or himself be laughed at. He drove straight at all the largest stones that he could see, but the plow passed around them unharmed. The watching crowd ceased laughing; the driver set his jaw and whipped his team on desperately. Finally he ran squarely over a huge, solid rock, in the middle of the field. The plow struck, glanced off, then swerved neatly around the rock, undamaged. The skeptic threw down his whip, swore, then frankly admitted he had been beaten. Mr. Wood's triumph soon became noised abroad, until even Thomas Jefferson, at Monticello, heard of it and sent him a letter warmly congratulating him, though it was an admission that his own efforts were a failure. It was shortly after this event that Mr. Wood determined to attract some attention to his invention by sending one of his plows, as a present, to the Czar of Russia. This incident is mentioned as being typical of the tragedy of Wood's entire life and his invention. Not being able to write French, in which language he wished to indite the letter to accompany the present, Mr. Wood asked a friend of his, a prominent scientist, a member of the New York Society of Natural History and Science, to perform this little service for him. This his friend did, but apparently he made no mention of Wood and inscribed his own name, both as inventor of the plow and as the giver of the present. Some months later the Czar, Alexander I, acknowledged his pleasure at the gift by sending a diamond ring as a present. The fact that he did so was announced in the newspapers. Mr. Wood now turned to his friend, who had received the ring, and demanded it of him, but he refused to give it up, claiming that the present had been sent to him. Mr. Wood appealed to the American ambassador in St. Petersburg, who made inquiries as to whom the present was intended for. The Emperor replied that it was meant for the inventor of the plow. When this reply came to America, the scientist claimed that he had given the diamond ring "to the cause of Greek freedom." At any rate, it was never recovered. But more serious matters now took Mr. Wood's attention away from this minor injustice. All over the country small manufacturers were turning out plows like his and selling them, in total disregard of the patent laws, which in those days were very lax and loosely applied. He, therefore, began a series of suits, which resulted in nothing more than in ruining him financially. This continued until his death. Others reaped where he had sown; others grew rich on his invention while he became impoverished, fighting for his rights. After his death, his son, Benjamin, took up the fight, with such energy that he would probably have succeeded had he lived. With the support of such men as Henry Clay, Daniel Webster, and John Quincy Adams, he succeeded in having the patent laws amended. For years he carried on the fight, until he was in constant danger of being arrested for debt. Finally the courts rendered a decision in his favor. But this decision came only a few months before the second term of the patent right expired. And just then he, too, died. The daughters of Mr. Wood now took up the struggle. They attempted to have the patent right renewed for the third time, but this Congress refused to

do. All the papers in the case were left on file in Washington. Several years later, when they wished to make a special appeal to Congress for recognition, supported by John Quincy Adams, the documents had disappeared. Nor was the injustice to Jethro Wood and his family ever rectified; his very name has passed into obscurity, save to those who have had sufficient interest to study the history of agricultural machinery and agricultural development. Recently New York State named Jethro Wood's as one of the two statues to represent it in Statuary Hall, Washington. On 1 Jan., 1793, Mr. Wood married Sylvia Howland, of White Creek, N. Y. They had six children: Benjamin, John, Maria, Phoebe, Sarah, and Sylvia Ann Wood.

LINDSAY, James Edwin, lumberman, b. in Schroon, N. Y., 12 April, 1826; d. in Davenport, Ia., 13 Oct., 1915, son of Robert D. and Elizabeth (Churchill) Lindsay. His father was a prominent citizen of his native State, and for many years a major in the New York State Militia. His earliest American ancestor was Donald Lindsay, a native of Scotland, who settled at Argyle, N. Y., in 1739; was interested in the grant which was extended to Laughlin Campbell and was one of the hundred founders of the early Argyle community. From him the line of descent is traced through Duncan and Anna (McDougal) Lindsay, and Daniel and Martha (McDowell) Lindsay, who were Mr. Lindsay's grandparents. He attended the schools of his native town and entered Norwich University in May, 1845, remaining until November, 1846, when he obtained employment in his father's lumber mill at measuring and hauling logs. This sawmill was a water-power affair, propelled by the old-style "flutter wheel," and was facetiously called the "Thunder Shower Mill," on account of its utter inability to operate unless frequent rains kindly filled the small creek dam from which it drew its water power. Young Lindsay was reared in an atmosphere that was well adapted to make him a lumberman, including among his neighbors Israel Johnson, the inventor of the much-used "muley" saw, and Philetus Sawyer, the prominent lumberman, who was for many years U. S. Senator from Wisconsin. Before he was twenty-one years old, he had already gained some experience in the logging-business in partnership with his brother-in-law, John Tompkins. With him he formed the firm of Lindsay and Tompkins, which existed for four years. In 1856 he formed a partnership with E. Harris, of Queensbury, N. Y., the understanding being that Mr. Lindsay was to come West in search of a timber investment, and to take an interest in whatever he should determine looked most favorable. In the fall of that year, at the age of thirty, he went West, and with his savings, and what had been intrusted to him, invested about $7,000 in land warrants covering a tract of white pine-timbered lands tributary to the Black River in Wisconsin. The absolute trust of his partner in Mr. Lindsay's judgment seems to have colored his subsequent career, for the fact that he had not only his own interests to further, but also in his keeping the interests of another, tended to make him conservative. This conservatism, however, should not be misjudged, for he had ever an aggressive and enthusiastic confidence in the future values of timber lands. In March, 1861, Mr. Lindsay located in Davenport, Ia., and later in the same year secured a lease of the Renwick mill in that city, and the Black River timber was logged and rafted to Davenport, where it was sawed into lumber. Shortly afterward his wife's brother, John B. Phelps, purchased Mr. Harris' interest in the business, and the firm became Lindsay and Phelps, and so continued until 1890, when it was incorporated as the Lindsay and Phelps Company. In 1866 Lindsay and Phelps built a sawmill in Davenport. It started with a circular saw; a gang saw was added in 1867, at that time the only gang mill in this section of the country; and later, in 1880, a band mill was added with other necessary machinery for a more modern plant. This mill at Davenport continued in operation until the close of 1904, a period of thirty-nine years. Mr. Lindsay's confidence in pine timber was of the broader kind, and as early as 1882, with his close friend and associate, C. R. Ainsworth, of Moline, Ill., he personally located the first holdings of short-leaf yellow pine of the Lindsay Land and Lumber Company in Arkansas, and became its first president. Because of this early Southern investment, Mr. Lindsay and Mr. Ainsworth are perhaps rightfully to be called the pioneer Northern lumbermen in Arkansas. Later, on 24 March, 1891, for the further purchase of Arkansas timbered lands, Mr. Lindsay and his partner, Mr. Phelps, with the Richardson interests, William Renwick, George S. Shaw, and George H. French as associates, organized the Richardson Land and Timber Company, with the late Hon. D. N. Richardson as its first president. This company made purchases in Little River, Dallas, Sevier, and Howard Counties, Ark., and later extended its operations into Mississippi. In 1884, when George S. Shaw, of the firm of Renwick, Shaw and Crossett went north to Cloquet, Minn., and organized what later became the Cloquet Lumber Company, Mr. Lindsay and Mr. Phelps became stockholders in that company, Mr. Lindsay being a director until the time of his death. The big trees of the Pacific Coast next attracted the attention of the Lindsay and Phelps Company, and on 23 Dec., 1899, in association with Messrs. Weyerhaeuser and Denkmann and the Richardson interests, they organized the Sound Timber Company, for the purchase of a tract of approximately 50,000 acres of fir, cedar, and spruce timbered lands in Skagit, Snohomish, Whatcom, and King Counties, Wash., and in Lane County, Ore. Interest was again directed to the South in 1901, and Mr. Lindsay with Messrs. Weyerhaeuser and Denkmann, the Laird-Norton Company, the Dimock-Gould and Company, and the Richardson interests, formed the Southland Lumber Company for the purchase of a tract of approximately 118,000 acres of long-leaf yellow pine in Southwestern Louisiana. The Southern Lumber Company of Arkansas was organized 28 Jan., 1902, by Weyerhaeuser and Denkmann, Dimock-Gould and Company, the Richardson interests, and Mr. Lindsay, this company having purchased the holdings of the Lindsay Land and Lumber Company, and has at the present time a sawmill in



J. E. Lindsay

operation at Warren, Ark., and approximately 70,000 acres of short-leaf yellow pine. Closely associated with Mr. Lindsay during his years of active business life were his sons, Ralph Edwin Lindsay and George Francis Lindsay, and his son-in-law, Fred Wyman, in all of whom he placed the greatest reliance and confidence. In his treatment of business questions Mr. Lindsay displayed unusual analytical and executive ability, yet these qualities alone did not account for his success. Long years of association with kindly Mother Nature, as exemplified in her vast forests, mellowed and developed those inherent qualities which found a counterpart in his mentality, strength of purpose, uprightness of character, and those other admirable traits which are typified by giants of the forest and the stalwarts among men. He had a most thorough and discriminating knowledge of timber and of log values, which was frequently sought by and always gladly shared with his friends and business associates, and of which they availed themselves with the utmost confidence in his judgment, relying on his knowledge and his honesty, which were so well known and so firmly established. He was never hasty in judgment and his decisions were always the result of intelligent deliberation. Due to his sense of fairness and the high esteem in which he was held, he was often chosen and many times acted as arbitrator in disputes where his friends were involved. Mr. Lindsay always manifested a deep interest in the religious and charitable institutions of the community and was for many years one of the most loyal supporters of the Baptist Church. Politically he was an ardent Republican, was especially well read in the political history of his country, but could never be induced to accept public office. In 1851 Mr. Lindsay served as major of the Thirty-first Regiment, New York State Militia. In 1910 Norwich University conferred upon him the degree of B.S., in recognition of his business achievements. On 8 July, 1858, he married Mary Helen, daughter of Elihu Phelps, of Schroon, N. Y. Mrs. Lindsay died on 23 Oct., 1912. Three children were born of this union: Ralph Edwin Lindsay (d. in Davenport, Ia., in July, 1913); Mrs. Millie Lindsay Wyman (d. in Davenport, Ia., in December, 1905), and George Francis Lindsay, a resident of St. Paul, Minn. The dominant characteristics of Mr. Lindsay's career are conspicuous. In accounting for his success in life, it must not be forgotten that he started with some valuable assets—a fine ancestry, robust health, well-spent youth, good education, and a dauntless spirit. Though opportunities alone do not explain success, yet where there is character they often facilitate and promote it. Mr. Lindsay possessed vision and courage in a marked degree and was quick to recognize and seize opportunities. Some of the opportunities of which he made excellent use do not exist today or are much more restricted, but the recognition of those openings required the intelligent boldness which characterized his whole career. Thus within the limits of his vocation he found scope for the exercise of his discrimination. He appreciated the necessity for a high standard of morality in all business affairs, as well as between employer and employee, and many mooted problems were solved by this standard, even though thereby there resulted to him financial loss. He was of a most retiring disposition and even among his closest business associates was loath to advance his own views in opposition to theirs. As a business man, he conducted his business, and did not permit his business to dominate him. Consequently, he never became a slave to business. He seemed to consider it as a vocation undertaken for the good of mankind, rather than merely a way of making a fortune. It is the use of wealth, rather than its accumulation, that is the test of character. Mr. Lindsay, without controversy, stood that test. No good cause appealed to him in vain, and no man was ever more approachable and ready to hear the story of necessity and want. Naturally the personification of dignity as he was, yet neither his dignity nor his wealth were any bar to the approach of the humblest applicant for his consideration. He possessed a great pride in the growth and development of the community where he resided. This was evidenced by his support and financial interest in many of its business enterprises. His personal pleasures were of a quiet or private order, controlled by that same dignity and discrimination that he applied to business life. Mr. Lindsay had a clear mind, a loving heart, and a strong soul, and these were so finely poised and balanced that his whole life was harmonious and strong, of great simplicity and naturalness. His life centered in the moral beauty and strength of this inner harmony, and from this center all its dominant currents flowed. Hence it was that his business was merely one of the outer incidents of his life, governed and controlled in its every detail, like all its other incidents, by these forces from within. The repressed strength of these harmonious forces gave to his personality a rare and indescribable charm that words do not express, but from it are reflected certain resultant characteristics that will aid in revealing something of the keen intelligence, deep sincerity, and perfect gentleness that blended in the simple beauty of his daily life. Forever associated with his memory will be that ever present sweetness of nature which made anything like unkindness really repellent to him; that constant and never failing optimism, which even under most depressed business conditions brought cheerfulness and hope to his business associates, and to his friends in their hour of need; and that so well-remembered evenness of temperament or balance, by some termed "poise," which never deserted him, even under the most aggravated conditions. Possessed of a delicate modesty, revealed alike in his thoughts and actions, he never tried to force his views upon others or to make his own the dominant spirit at any gathering. He rarely volunteered his opinion, but gave it when asked. At such times, right thoughts and feelings seemed to come to him like instincts unawares, and often that which had been censured as an offense in others, when touched by the rich alchemy of his sweet nature, changed to worthiness. This ever present faith in virtue and trust in his fellow men found expression in a spirit of friendly kindness that inspired men to be worthy of the trust, and drew them into the

closer bonds of perfect friendship. These great powers carried hope, strength, courage, and pure ideals into the hearts of others like water flowing hidden underground, secretly nourishing the fruits and flowers of earth. His life was a constant and blessed influence and such it remains though "God's finger touched him and he slept."

BURBANK, Luther, b. in Lancaster, Worcester County, Mass., 7 March, 1849, son of Samuel Walton Burbank by this third wife, Olive Ross. The elder Burbank was a man well known and respected by his business associates and counted among his friends such men as Beecher, Emerson, Sumner, and Webster. Being the thirteenth of a family of fifteen, and of an unusually shy and retiring nature, Luther Burbank as a youth gave little promise of attaining the prominent position for which he was destined. In school he was singularly diligent, but retiring. Excelling in composition, he compromised with his teacher by doing a double portion of essay writing to avoid declamation in the classroom. From childhood he evinced an unusual love for flowers, preferring them as playmates to his schoolfellows, a trait perhaps derived from his maternal grandfather, Peter Goff Ross, who attained considerable repute as a horticulturist and grower of seedling grapes. Among the Burpees (his mother's relatives), too, several were prominent in horticultural circles. Young Burbank first secured employment with the Ames Plow Company, where his uncle, Luther Ross, was also employed. Though still retaining his love for plants, he applied himself diligently to the work assigned him and at the age of sixteen succeeded in devising improvements in the wood-working machinery of the factory which proved of such value that his employers offered to increase his wages more than twenty-five times if he would remain with them and give the firm the benefit of his inventive genius. This offer, however, did not appeal to him, and a short time later he opened a small seed and plant business, conducting at the same time a series of experiments tending toward the improvement of the potato. In this work he met with his first horticultural success, the Burbank potato, a variety vastly superior to the potatoes locally produced. About this time Burbank decided that California presented a more favorable field for the pursuit of his chosen work and moved with his mother to Santa Rosa, a town about fifty miles north of San Francisco, in the fall of 1875. Here with his meager savings he bought four acres of waste land and with ten Burbank potatoes, reserved from the sale of his crop to a Massachusetts seedsman, he proceeded on a small scale to build up a nursery business and to supply the farmers of the vicinity with seed potatoes. During the ensuing ten years he conducted an extended series of experiments in plant-breeding, an account of which was first published under the title, "New Creations in Fruits and Flowers" (1894). In 1898, 1899, and 1901 further announcements appeared, and created a tremendous sensation among horticulturists, many of whom severely criticised Burbank and his methods. In 1889, however, the Association of American Agricultural Colleges and Experiment Stations met in San Francisco, visited Santa Rosa, and its members were completely convinced of the accuracy of Burbank's announcements, and those who came to scoff remained to marvel at the almost superhuman achievements of the man they had derided. Mr. Burbank himself ascribes them, first, to "a correct conception of the constitution of the universe, involving the relation of the mind of man to the phenomena of nature"; next, the ability to select from a collection of individuals those which present in the most marked degree the qualities desired. By extensive study and reading of works on evolution, he had become assured of the tendency toward variation in nature. He had also observed the fact that in many cases variation could be induced and, sometimes, merely by changes in environment. If environmental changes failed to produce the desired result, recourse was had to cross-pollenation. By these methods alone, either separately or in combination, his many remarkable results have been effected—some characteristics have been enhanced, others, long dormant, have been revivified, while yet others of undesirable character have been eliminated. Cross-pollenation usually results in marked variation of the individuals, and as effected by Mr. Burbank is performed in a characteristically simple and efficient manner. Anthers of the desired pollen-parent are collected and carefully dried, then shaken over a watch crystal until a thin layer of pollen dust has gathered on the glass. From the plant to which the pollen is to be applied about 90 per cent. of the flower buds are removed. The remaining buds are cut around with a thin knife, before they open, so as to remove the petals, part of the sepals and all the anthers, leaving the pistils standing alone and uninjured. The tip of the finger is then lightly touched to the pollen and as lightly brushed over the tips of the pistils to which the pollen grains adhere. Immediately the process of fertilization begins, undisturbed by bees or other insects which serve as the pollenating agents in many cases, but which are not attracted to the flowers thus prepared. The seeds are then planted, and the seedling plants produced are noted for variations of the desired character. Those selected are, as soon as possible, grafted on to old plants of the same class, in order to expedite flowering. The flowers may again be treated with pollen, the seeds planted, and further selections made from the seedlings produced. This process is continued until either the desired result has been attained, or its impossibility of achievement has been demonstrated with a reasonable degree of certainty. As an example of a case in which artificial selection alone served Mr. Burbank's purpose may be mentioned the potato which bears his name. A lot of Early Rose potatoes, planted and watched for the appearance of seed balls, produced only one seed ball, containing twenty-three seeds. Twenty-two of these were useless, but the twenty-third was the origin of the Burbank potato. The plum "Alhambra" is the product of a process considerably more complicated: pollen obtained from a seedling got by crossing the Kelsey and Pissardi varieties was used to impregnate the flowers of a French prune. The flowers of the seedling produced by this union were im-

pregnated by pollen obtained from a plant got by crossing Simoni with Triflora, and on the offspring of this union pollen obtained from a seedling resulting from a cross of Americana and Nigra was used; and one of the seedlings from the final crop produced the "Alhambra." This series of experiments required thirteen years. Mr. Burbank's efforts with other fruits have resulted in rendering non-prolific varieties prolific; plants formerly grown only in a warm climate have become capable of withstanding a considerable degree of cold, and other plants, which formerly produced valueless fruit, have been made to yield fruit available for use. The time of ripening of various fruits has been advanced or retarded so as to extend the fruit season; flavors have been improved; new flavors have been added. But perhaps the most surprising of Mr. Burbank's products are the stoneless plum and various new varieties obtained by crossing the plum and the apricot, the peach and the almond, the plum and the cherry, the blackberry and raspberry, and various others. The production of an edible cactus renders available for agricultural purposes vast and hitherto unproductive areas in the West, and it is estimated that the famous "Burbank" potato adds to the agricultural wealth of the country $17,000,000 annually. With flowers, too, Burbank has done much to improve existing varieties and create new ones. Beginning with the gladiolus, he evolved, after ten years' experiments, a plant having a strengthened stem and flowers capable of withstanding the intensest heat of the sun, so that the flowers first appearing retained their beauty while later ones were being formed further up the stem, which they completely surrounded. Ten years' labor on the amaryllis has rendered it more prolific, increased the size of the blooms and the brilliancy of their coloring; his extended crossing of the calla with other varieties resulted in the "Lemon Giant"; the canna, tigridias, and the rose were improved, and several new varieties of roses owe their origin to him. His work with the native wild flowers of his adopted State has been so remarkable that many are now grown as show plants in other parts of the country. Personally Mr. Burbank is distinguished by a singular simplicity of manner. It is characteristic of him that on his lawns, in his greenhouses or flowerbeds, no place is devoted to mere show, and everything made to serve some definite utilitarian purpose. Though generally confident of the accuracy of his own opinions Mr. Burbank is not self-assertive nor intolerant of the opinions of others. He has given little thought to the accumulation of money. He is a member of the University and Bohemian Clubs, of the American Association for the Advancement of Science, of the League to Enforce Peace, etc., etc. The degree of Sc.D. was conferred upon him by Tufts College in 1905. He was married to Elizabeth Waters, of Hastings, Mich., 21 Dec., 1916.

MILLER, Reuben, Jr., manufacturer and financier, b. near Frankford, Pa., 24 June, 1805; d. in Pittsburgh, Pa., 1890, son of Reuben and Hannah (Wilson) Miller, both natives of Chester, Pa. When he was but three months old, his parents removed to Pittsburgh, Pa., then a village of 3,500 inhabitants. The journey was made in an old-fashioned Conestoga wagon, and consumed thirty days. Here Reuben Miller, Jr., was educated in the public schools and in the Old Academy. He was an apt pupil, but from early youth the bent of his mind was more toward mechanical contrivances than books and at the age of thirteen years he obtained employment in his father's cut nail foundry. Never content with mere blind imitation, he spent nearly all of his small earnings in experiments, the results of which proved practical and tangible. In 1821 he accompanied his uncle, Oliver Wilson, on a boat trip down the Ohio River to Louisville, Ky., where they disposed of their cargo of iron, glass, cheese, and other commodities. They then sold the boat and returned to Pittsburgh by steamer, the trip having taken more than two months. Mr. Miller worked steadily in the nail mill until 1824, when friends of his father started the young man in business on his own account, under the firm name of R. Miller, Jr., and Company, doing a produce, grocery, and provision business at the corner of Seventh Avenue and Liberty Street, Pittsburgh, Pa. The enterprise was successful from the outset, and in a comparatively brief period his trade extended to the neighboring towns and cities. In 1826, in partnership with W. C. Robinson, he engaged in the manufacture of tobacco with profitable results. His next venture in 1836 was to operate an iron foundry in association with W. C. Robinson and Benjamin Minis on the south side of the Monongahela River. The firm name was Robinson and Minis, and they conducted a general foundry for mill work and steamboat engines. In 1839 he sold his interest in the provision business and with Messrs. Robinson and Minis gave his whole time to the Washington Works, opposite Pittsburgh, Pa., for the manufacture of steam engines and mill machinery. As the business grew other kinds of machines were produced, and this small beginning was the foundation of what developed into one of the largest manufacturing institutions of its kind in the city of Pittsburgh. The firm built "The Valley Forge," the first iron steamboat that ever navigated the Western waters. She ran from Pittsburgh to New Orleans, carrying freight and passengers, the passenger accommodations having never been excelled on the Ohio and Mississippi Rivers even to the present day. During the following fourteen years he devoted his attention exclusively to his machine and steamboat interests, and, in 1854, retired, transferring his holdings to his sons, Peter, Harvy, and Wilson. He was an organizer of the Western Insurance Company, following the disastrous fire in Pittsburgh, in 1845, and was chosen its president, serving many years. He was also an organizer and president of the Mechanics' Bank from 1855 to 1857; director and treasurer of the Pittsburgh Savings Institution, now known as the Farmers' Deposit National Bank, and director in the Savings and Trust Company, now the First-Second National Bank, in the Bank of Pittsburgh, and in the Exchange Bank; president (1865-78) of the Monongahela Bridge Company, and director in several other corporations. Beyond his high capacity as a business man and in-

dustrial leader, Mr. Miller was a model citizen, generous, genial, sympathetic, public spirited, and optimistic. He was one of the organizers of the Pittsburgh high school system. Mr. Miller served as a member of the common and select council in Pittsburgh and Allegheny; the district school board, and school director and manager at the Dixmont Insane Asylum. On 23 Feb., 1826, he married Ann, daughter of Peter Harvy, of Pittsburgh. They had five sons: Peter Harvy, Wilson, Reuben, Joseph Love, and Samuel Long Miller, and two daughters, Hannah and Ann Maria. Of these Reuben Miller (3d), alone survives.

CORLISS, George Henry, inventor, b. in Easton, N. Y., 2 June, 1817; d. in Providence, R. I., 21 Feb., 1888, son of Hiram and Susan (Sheldon) Corliss. In 1825 his father, a physician, moved to Greenwich, N. Y., where young Corliss attended school. After several years as general clerk in a cotton factory, he spent three years in Castleton Academy, Vermont, and in 1838 opened a country store in Greenwich. He first showed mechanical skill in temporarily rebuilding a bridge that had been washed away by a freshet, after it had been decided that such a structure was impracticable. He afterward constructed a machine for stitching leather, before the invention of the original Howe sewing machine. He moved to Providence, R. I., in 1844, and in 1846 began to develop improvements in steam engines, for which he received letters patent on 10 March, 1849. By these improvements uniformity of motion was secured by the method of connecting the governor with the cut-off. The governor had previously been made to do the work of moving the throttle valve, the result being an imperfect response and a great loss of power. In the Corliss engine the governor does not work, but simply indicates to the valves the work to be done. This arrangement also prevents waste of steam, and renders the working of the engine so uniform that, if all but one of a hundred looms in a factory be suddenly stopped, that one will go on working at the same rate. It has been said that these improvements have revolutionized the construction of the steam engine. In introducing their new engines, the inventor and manufacturers adopted the novel plan of offering to take as their pay the saving of fuel for a given time. In one case the saving in one year is said to have amounted to $4,000. In 1856 the Corliss Steam Engine Company was incorporated, and Mr. Corliss became its president. Its works, covering many acres of ground, are at Providence, R. I., and thousands of its engines are now in use. Mr. Corliss received awards for his inventions at the exhibitions at Paris in 1867, and at Vienna in 1873, and was given the Rumford medal by the American Academy of Arts and Sciences in 1870. The award of the Grand Diploma of Honor from the Vienna Exhibition of 1875 was a distinction exceptionally noteworthy, from the fact that Mr. Corliss sent neither engine nor machinery of any kind to Vienna, nor did he have anyone to represent him there. Foreign builders had sent engines claimed to be built on his system, they having adopted his ideas and placed his name on their productions, since his mode of construction was demanded by their customers. The international jurors, among their instructions regarding the highest honors at their disposal, received the following "The diploma of honor is considered as a particular distinction for eminent merits in the domain of science; its application to the education of the people, and its conducement to the advancement of the intellectual, moral, and material welfare of man." Mr. Corliss was the only person who received a diploma of honor without being an actual exhibitor. In 1872 he was appointed Centennial commissioner from Rhode Island, and was one of the executive committee of seven to whom was intrusted the responsibility of the preliminary work. In January, 1875, he submitted plans for a single engine of 1,400 horsepower to move all the machinery at the exhibition. Engineers of high repute predicted that it would be noisy and troublesome, but it was completely successful, owing to the care of Mr. Corliss, who spent $100,000 upon it above the appropriation for building it. Special contrivances were necessary to compensate the expansion of the great length of steam pipe and shafting, which would otherwise have been thrown out of gear by a change of temperature. The cylinders were forty inches in diameter, with ten-foot stroke; the gear wheel was thirty feet in diameter; and the whole engine weighted 700 tons. M. Bartholdi, in his report to the French government, said that it belonged to the category of works of art, by the general beauty of its effect and its perfect balance to the eye. Mr. Corliss invented many other ingenious devices, among which is a machine for cutting the cogs of bevel wheels, an improved boiler, with condensing apparatus for marine engines, and pumping engines for waterworks. He was a member of the Rhode Island legislature in 1868-70, and was a Republican presidential elector in 1876. The Institute of France gave him, in 1878, the Montyon prize for that year, the highest honor for mechanical achievement, and in February, 1886, the King of Belgium made him an "Officer of the Order of Leopold." He married, in 1839, Phebe, daughter of Daniel Frost, of Greenwich, N. Y., and their children were Maria L. and George Frost Corliss. Mrs. Corliss died in 1859, and in 1866 Mr. Corliss married Emily, daughter of William A. Shaw, of Newburyport, Mass.

FISHER, Irving, political economist, b. at Saugerties, N. Y., 27 Feb., 1867, son of Rev. George Whitefield and Elmira (Westcott) Fisher. He was educated at Peacedale, R. I., at the Hillhouse High School, New Haven, Conn., and Smith Academy, St. Louis, Mo., and was graduated at Yale in 1888. In 1891 he received the further degree of Ph.D., for his thesis "Mathematical Investigations in the Theory of Value and Prices," which at once aroused the attention of specialists. After two years as tutor in Yale, he became assistant professor of mathematics in 1893. During 1893-94 he studied in Paris and Berlin, and in 1895 was appointed assistant professor. The years 1898-1901 were spent in restoring his impaired health in Colorado and California. After issuing conjointly with Prof. A. W. Phillips, "Elements in Geometry" in 1896 (translated into Japanese in 1900), and his "Brief Introduction to the Infinitesimal Calculus" (translated into German and

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Yours truly

Geo. H. Corliss

Italian), he devoted his attention to the solution of perplexing questions in economics and the mechanism of financial exchange. In "The Nature of Capital and Income" (1906), he bridges the gap between political economy and the theory of bookkeeping, and deals with fundamental concepts of wealth, capital, and income. He then published "The Rate of Interest: Its Nature, Determination, and Relation to Economic Phenomena" (1907), which is regarded as the most scientific discussion of the subject in any language. Having been for three years a sufferer from incipient tuberculosis, which was conquered by scientific, practical treatment, Professor Fisher devoted much time to the study of the statistics and history of the disease and the means of reducing mortality from it, or other morbid cause, through preventive medicine and practical hygiene. He also invented two tents, which make outdoor living possible under almost all weather conditions. He has published numerous articles on tuberculosis and its reduction, and has conducted exhaustive dietary and endurance tests at Yale University, which have demonstrated that a "low protein" diet is conducive to endurance. As a member of President Roosevelt's Conservation Commission, he wrote a report on "National Vitality, Its Wastes and Conservation" (1909), which is mentioned by a prominent medical authority as the "greatest medical step of the century." He has demonstrated that the average longevity in America, being lower than in other civilized countries, could be increased one-third by proper hygienic measures; that such a reform would be equivalent to a saving of over $1,500,000,000 annually, and in that connection has advocated the establishment of a national department of health. He is president of a committee of one hundred on national health, of the American Association for the Advancement of Science. Professor Fisher has contributed many technical articles to the periodical press, and to the publications of the learned societies of America and Europe. He is a member of the American Economic Association; a Fellow of the Royal Statistical Society, and of the American Association for the Advancement of Science; a member of the American Mathematical Society; the American Academy of Political and Social Science; the American Statistical Association; the Washington Academy of Science; the New England Free Trade League; the International Free Trade League; also an honorary member of the Cobden Club, and vice-president of the British Food Reform Association. He married 24 June, 1893, Margaret, daughter of Hon. Rowland Hazard, of Peacedale, R. I.

RILEY, James Whitcomb, writer, poet, popularly known as the "Hoosier Poet," b. in Greenfield, Ind., 7 Oct., 1849; d. in Indianapolis, Ind., 22 July, 1916, son of Reuben A. and Elizabeth (Marine) Riley. His father was a lawyer and State legislator, who made extensive circuits in attending the various courts before which he appeared. It was while accompanying him on these trips that young Riley first acquired a taste for roaming, which unsettled his father's plans for his future. It was his ambition that the boy should study law and eventually become his partner. After leaving the public schools, at the age of fifteen, young Riley devoted a short time to the study of law in his father's office, but the irksomeness of this uncongenial occupation soon became insupportable and he left home, to begin a wandering existence which was to last for many years. At first he made a precarious living as an itinerant sign painter, tramping from village to village in search of odd jobs. He had the trick of the brush and the pencil, and could draw clever sketches illustrating the values of various kinds of merchandise. He was distinctly talented as a musician, and shone as a fiddler in the villages that lay along his routes, and in which he soon became known through his periodic visits. He played for dances and village concerts in country hotels. Later he gave comic readings of poems, or rhymes, which he improvised for the occasions, and showed himself possessed of a strong talent for mimicry. Later on, he fell in with one of these familiar figures in the West, so peculiar to American life, an itinerant vendor of patent medicines. His function in the partnership which the two formed was to amuse the crowds with song and recitation, after which the "doctor" sold the medicines. This episode in his life was succeeded by his appearance on the provincial stage as an entertainer. Joining a wandering troupe of thespians, he proved himself a valuable member of the company, not only by his ability as a comic reciter, but also in preparing plays which they presented to their country audiences. It will be obvious that all these experiences brought Mr. Riley into very close contact with the people he so humorously portrayed to the English-speaking world. They were, in fact, his first material, as well as his first audiences. It was something very much in the nature of a practical joke which first brought James Whitcomb Riley prominently before the public, and proved the first success of his brilliant literary career. He wrote a poem entitled "Leonainie," which he had published with the announcement that it had been found scribbled over the fly-leaf of a book, once the property of Edgar Allan Poe, and brought out to Indiana by one of Poe's relatives, to whom Poe had given the book. In so close an imitation of Poe's style was the verse that no one suspected the joke, even the foremost critics of the country being deceived, until Riley himself felt that it was time to undeceive the public. As a result of the publicity which this hoax gave him, Riley obtained a position on the "Journal," of Indianapolis, early in the eighties, and so began his literary career. He began writing those famous dialect, or "Hoosier" poems, which gained him an immediate popularity, which was to continue to the last day of his life. At first they appeared under the pseudonymn Benjamin T. Johnson of Boone. Some of the poems were sent to Henry Wadsworth Longfellow, from whom they received high praise. A volume of them was then published, and then the fame of the "Hoosier Poet" began to spread not only all over the United States, but to Great Britain as well. This first volume, "The Old Swimmin' Hole and 'Leven More Poems" (1883), was still published under

the pseudonym, but by this time it was beginning to be known who the real poet was. Riley was an excellent reader of his own dialect verses, and soon he found it profitable to tour the country giving author's readings. Later he appeared together with his intimate friend Edgar Wilson (Bill) Nye, no less celebrated as a humorist in his time than Riley himself. After Nye's death, in 1896, he continued public readings for two years. By this time Riley could say that he was, perhaps, the only American poet who had ever made a fortune through writing verse. While Riley's verse often possessed the quality of humor, it was by no means true that his popularity rested on his quality. He was something immeasurably more than a mere "funny man." Like Dickens, he employed humor as a contrast to bring out the pathos of his situations or his characters. Tears intermingled with the laughter. It may also be said that what Robert Burns was to the Scottish people, James Whitcomb was to the country folk of the Middle West, more especially the country folk of his own native State. He was essentially a folk poet, as was Burns, for he wrote not of "romance," and the highly improbable doings of lords and ladies, but of the everyday, commonplace events in the lives of the people among whom he lived and whom he knew so well. Mr. Riley occupied a unique place in the hearts of the American people. The measure of his popularity in his own State may be judged somewhat by the story of the reception of honor given him at a meeting of the Indiana State Teachers' Association, held in Indianapolis, in 1905. On that occasion the noted novelist, Meredith Nicholson, said in his address: "We are engaged today in the agreeable business of saying to a man's face what we for many years have been saying behind his back. The occasion is unique. It is not a birthday celebration, not a martyr's day nor a saint's festival. It is just Riley's Day." On the same occasion, Henry Watterson, the noted journalist, said: "I rejoice with you in the name and fame of James Whitcomb Riley, but within myself I rejoice more in his personality. Like the poets of old he looked into his heart and wrote, and what thirst-quenching draughts has he not brought up from that unfailing well; barefoot lays of the forest and farm, the bygone time and the 'sermonts' of nature, made 'out o' truck 'at's jest goin' to waste,' smiling godspeed on the plow and the furrow and the seed." On the occasion of Riley's death, Governor Ralston, of Indiana, said: "James Whitcomb Riley was loved by the people of Indiana as was no other man. In an exceptionally tender sense the people of his native State felt and believed that he belonged to them and they mourn—bitterly mourn—his passing." It was his own childlike simplicity, his unquestioning belief in the better motives of all he met, that made for him that vast throng of personal friends, which included even Longfellow. All his life he remained supremely unconscious of his own fame, unassuming always. "Who will write commemorative verses of James Whitcomb Riley, Hoosier?" asks Melville E. Stone. "I don't know. He who tells of 'Jim' Riley must write with the simplicity of children, after the manner of Riley's loves, must meet him man to man, as Brown County farmer to his neighbor; must crown his life with that high degree of honor which his neighbors, now from the Atlantic to the Pacific, would pay him—an honor 'Jim' Riley, in his humility of life, thought he did not merit, but which now he cannot hush." In 1902 Mr. Riley was awarded the honorary degree of M.A. by Yale University, and in 1904 the degree of Litt.D. was conferred on him by the University of Pennsylvania. The year before he died his birthday was made a legal holiday throughout the State of Indiana, being designated as "Riley Day." At his death the State accorded him a public funeral. His works are: "The Old Swimmin' Hole and 'Leven More Poems" (1883); "The Boss Girl, and Other Sketches" (1885); "Afterwhiles" (1887); "Old Fashioned Roses" (1888); "Pipes o' Pan at Zekesbury" (1888); "Rhymes of Childhood" (1890); "Neighborly Poems: on Friendship, Grief, and Farm-Life" (1891); "Flying Islands of the Night" (1891); "An Old Sweetheart of Mine" (1891); "Green Fields and Running Brooks" (1892); "Poems Here at Home" (1893); "Armazindy" (1894); "A Child World" (1896); "The Rubaiyat of Doc Sifers" (1897); "The Golden Year" (a compilation, 1898); "Riley Child Rhymes" (1898); "Riley Love Lyrics" (1899); "Home Folks" (1900); "Riley Farm Rhymes" (1901); "The Book of Joyous Children" (1902); "His Pa's Romance" (1903); "A Defective Santa Claus" (1904); "Out to Old Aunt Mary's" (1904); "Riley Songs o' Cheer" (1905); "While the Heart Beats Young" (1906); "Morning" (1907); "The Boys of the Old Glee Club" (1907); "The Raggedy Man" (1907); "Home Again with Me" (1908); "Orphant Annie Book" (1908); "Riley Child Verse, First Series" (1908); "Riley Songs of Summer" (1908); "The Runaway Boy: Riley Child Verse, Second Series" (1908); "The Boy Lives on Our Farm" (1908); "Ef You Don't Watch Out" (1908); "Old School Day Romances" (1909); "Riley Roses" (1909); "The Girl I Loved" (1910); "Riley Songs of Home" (1910); "A Hoosier Romance" (1910); "A Summer's Day" (1911); "Down Around the River" (1911); "When the Frost is on the Punkin" (1911); "When She Was About Sixteen" (1911); "The Lockerbie Book of Riley Verse" (1911); "Knee Deep in June" (1912); "The Prayer Perfect" (1912); "All the Year Round" (1912); "Good-bye, Jim" (1913); "A Song of Long Ago (1913); "He and I" (1913); "When My Dreams Come True" (1913); "The Rose" (1913); "Her Beautiful Eyes" (1913); "Away" (1913); "Do They Miss

Me?" (1913); "The Riley Baby Book" (1913); "A Biographical Edition of His Complete Works" (1913); "Contentment" (1914); "The Glad Sweet Face of Her" (1914); "When She Comes Home" (1914); "To My Friend" (1914); "The Days Gone By" (1914); "Just Be Glad" (1914); "Songs of Friendship" (1915); "The Hoosier Book of Riley Verse" (1916).

BOWLES, Samuel (4th), journalist, newspaper publisher, b. in Springfield, Mass., 15 Oct., 1851, d. in Springfield, Mass., 14 March, 1915, son of Samuel and Mary S. Dwight (Schermerhorn) Bowles. He was a direct descendant of John Bowles, who was an elder of the first church in Roxbury, in 1640, and a founder of the Roxbury Free School. His mother was the daughter of the late Henry Van Rensselaer Schermerhorn, of Geneva, N. Y. For three generations the family has been inseparably connected with the Springfield "Republican," founded, in 1824, by Samuel Bowles (2d), grandfather of Samuel Bowles (4th). At that time it was a weekly publication. In 1851, when Samuel Bowles (3d) (1826-78) assumed the active direction of the paper, it was changed into a daily, and soon attained that peculiar position in journalism which it has maintained to this day. Samuel Bowles (4th) was one of ten children. He attended the public schools of Springfield, and then traveled abroad for two years. It was his father's intention that he should succeed him as editor of the "Republican," and his education was planned with this end in view; his belief being that a newspaper editor should know the world directly, and not merely from books. The travel course was followed by special studies in Yale University (1871-72) and a term at the University of Berlin. Then, having completed his education, Mr. Bowles entered the business office of the "Republican." During his two years' travel he had been sending in letters for publication in the paper, all of which had first to pass the critical eye of his father. In 1873, having served his apprenticeship to the business management, he entered the editorial department as an assistant editor, again under the exacting criticism of his father. In 1875 he returned to the business department, this time as business manager, so that he now had a well-grounded knowledge of every branch of the enterprise; thus making it possible for him to assume immediate control with a full comprehension of the requirements and responsibilities of his place in the family succession. Soon after he also performed the duties of treasurer and president of the company. As was destined, the time was not long before his knowledge and abilities were to be put to the test, for three years later his father died and he was obliged to take his place at the helm. Nor was it a small task that then fell to him. His father had developed the character of the "Republican" to such a high degree of excellence that in national reputation he stood on an equality with Horace Greeley, Dana, and other famous journalists of his time. The "Republican" was one of those rare papers which could in no way be influenced in its editorial policies, either through the business office or through political inducements. Its editor was known as a man who stood firmly by his own opinions, and those opinions were based on his own moral convictions, regardless of whether such views were popular or not. As editor and publisher of the "Republican" Mr. Bowles maintained a decisive command of its character no less complete than that of his father. It was as publisher, rather than as editor, in making certain that the news of the "Republican" was handled and interpreted day by day according to principles dictated by strong moral and intellectual convictions, that Mr. Bowles wielded his power, for the increasing burden of business details made it impossible for him to do more than exercise a general supervision of the editorial department. Within a year of his father's death he established the Sunday edition of the "Republican," still conscientiously read and devoutly respected up and down the Connecticut Valley by all those who have been reared in the "Republican" traditions. As a review, summing up current events week by week, it soon gained an audience which extended practically all over the Eastern section of the United States. Editorially the policy of the "Republican" remained as fearless as ever. Its attitude toward all public questions, both local and national, was based entirely on the personal convictions of Mr. Bowles. To him old traditions or time-honored conventions meant nothing, if they were founded on wrong principles, and if he felt that a thing was wrong, he attacked that thing vigorously and openly, regardless of whom it might displease. Curiously enough, it was in the mechanical make-up of his paper that Mr. Bowles showed an innate conservatism. Though never unresponsive to new and more effective methods in journalism, he made alterations in the typographical appearance of his paper with the utmost reluctance. The "Republican" was one of the last of the big dailies to abandon the old-fashioned custom of covering the first page with advertisements, by replacing them with the featured news articles. It was so with various other demands that the multiplication of affairs and the growth of the paper called for. He feared to sacrifice the fine qualities of the small, compact carefully-edited newspaper of the days before the advent of the sensational "yellow" journal. Mr. Bowles' personal life was one of quiet concentration on the interests of the "Republican." He refused many honors and opportunities in public life and took up few direct responsibilities in the life of his city, although his interest in social and educational problems could always be counted on. He was a director of the Springfield Library Association, succeeding his father in 1878 and resigning in 1902. In this capacity he took an active part in establishing one of the best municipal library systems in the country. He also gave a number of years to the board of trade of the city, and was largely responsible for Springfield's initiative in the "safe and sane Fourth of July" movement, which later swept over the whole country. Mr. Bowles' home was a quiet center of the city's intellectual life. To strangers he appeared cold and formal, but this was not his demeanor toward those with whom he associated intimately. In extending his friendship he did

not consider the "social standing" of the individual, he considered only his character regardless of any other matters. He rarely appeared as a public speaker, but in 1886, when Springfield celebrated its 250th anniversary, he broke the family tradition and spoke for the press. During the last few years of his life he delivered addresses at the University of Missouri, Columbia University, and other educational institutions. He was given the honorary degree of A.M. by Amherst College, of which his father had been a trustee, and in 1912 Olivet College, in Michigan, conferred upon him the degree of L.H.D. In 1913 he was chosen a director of the Associated Press to succeed Frederick Roy Martin of the Providence "Journal" who had become assistant manager of the association under Mr. Stone. Mr. Bowles was keenly interested in the confederated affairs of the newspapers of the United States, and in the Association of Publishers, at whose annual gatherings he was a familiar figure. He was also a member of the Connecticut Valley Historical Society, of the Nayasset, the Economic, the Colony, the Literary, and the Twentieth Century Limited Clubs. On 12 June, 1884, Mr. Bowles married Elizabeth Hoar, daughter of Judge Ebenezer Rockwood Hoar, of Concord, Mass., and brother of the late Senator George Frisbie Hoar. They had two sons: Samuel, engaged as a journalist in Boston, and Sherman, who is connected with a newspaper in Philadelphia.

HEGELER, Edward C., manufacturer and publisher, b. in Bremen, Germany, 13 Sept., 1835; d. in La Salle, Ill., 4 June, 1910, son of Herman Dietrich and Anna Catharine (Von Tungeln) Hegeler. He was educated in the Academy of Schnepfenthal and attended first the Polytechnic Institute at Hanover (1851-53), and then the School of Mines at Freiberg, Saxony (1853-1856). His father, Herman Dietrich Hegeler, of Bremen, originally of Oldenburg, had traveled in the United States and had become so filled with admiration of the country that he cherished a wish that one of his sons should settle in the new world. He selected for this his youngest son, Edward, and had his education mapped out with this purpose in view. In Freiberg, Edward C. Hegeler met F. W. Matthiessen, a fellow student, who became later his partner in the zinc business. Having traveled together on the European continent, and in England, they embarked for America and landed in Boston, Mass., in March, 1857. While looking over the country for a suitable place to settle, they learned of Friedensville, Pa., where a zinc factory had been built, but it stood idle because the owners had not been able to manufacture the metal. Mr. Matthiessen and Mr. Hegeler, then twenty-one and twenty-two years old, respectively, stepped in, and with the same furnace succeeded in producing spelter, which at that time was pioneer work in America, for hitherto this metal had been imported from Europe. On account of the financial stringency of 1856, which still persisted in 1857, the owners of the Friedensville works refused to put more money into the enterprise, while neither Mr. Hegeler nor Mr. Matthiessen felt justified in risking their own capital, mainly because they had no confidence in the mines which actually gave out eight years later. Having investigated conditions in Pittsburgh and Johnstown, Pa., and also in Southeastern Missouri, Mr. Hegeler and Mr. Matthiessen finally settled in La Salle, Ill., because its coal fields were nearest to the ore supply at Mineral Point, Wis. Here they started the Matthiessen and Hegeler Zinc Works on a small scale. The few employees of the original works grew in a comparatively short time, to upward of one thousand men, and the modest smelting-plant developed into one of the most modernly equipped smelters in the Middle West. In the business career of Mr. Hegeler, capable management, unfaltering enterprise, and a spirit of justice were well-balanced factors, while the establishment in all its departments was carefully systematized in order to avoid needless expenditures of time, material, and labor. The personality of Mr. Hegeler was that of a man of great force of character. What the American legend tells about Washington in the story of the cherry tree applies decidedly to Mr. Hegeler too, that he was "incapable of telling a lie"; and we might add, not even in jest. So he was of an exceptionally serious disposition which is well shown in his strong and thoughtful countenance. No man could be with him long without recognizing his capability of leadership, based upon his superiority of judgment and a great power of initiative. His success in life is due to the combination of two qualities in his character, first the thoroughness with which he investigated from all sides the minutest details of a case when he had to take a stand, and then the insuperable persistence with which he stuck to it until he had achieved the desired result. Modern zinc manufacture is practically still in the shape which he gave to it and the present construction of the roast kiln is his work; only in details have a few improvements been made. While Mr. Hegeler mostly led a retired life and sought neither publicity nor indulged much in social intercourse, he held membership in several organizations, among them the American Society of Mining Engineers, the Press Club, and the Art Institute of Chicago. In February, 1887, Mr. Hegeler founded the Open Court Publishing Company, intended to serve the purpose of discussing the religious and psychological problems of today on the principle that the scientific world-conception should be applied to religion. Mr. Hegeler believed in science, but he wanted to preserve the religious spirit with all its seriousness of endeavor, and in this sense he pleaded for the establishment of a religion of science. He recognized, for instance, that man with all his complicated psychical activity was a mechanism, but to him this truth was not derogatory to man, but an evidence of the great significance of machines. The mechanism of thinking is language, and so the speaking animal becomes the rational being. He maintained that through investigation and scientific criticism, religion must be purified, and the result will be a closer approach to truth on the path of progress. Mr. Hegeler rejected dualism as an unscientific and untenable view and accepted monism upon the basis of exact science, and for the discussion of the more recondite and heavier problems of science and

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religion he founded a quarterly, "The Monist," in October, 1890. He visited Germany in 1860 where, on 5 April, he married Camilla Weisbach, the daughter of his admired teacher, Professor Weisbach, of Freiberg, Germany. In July of the same year they settled in La Salle, Ill., where they resided until the end of their lives. Mrs. Hegeler, a woman of rare wifely qualities, was well fitted by her excellent, practical mind to be a helpmate to her husband in his aspirations and ambitions, and caused him—a man to whom the ties of home and friendship were sacred—to find his highest happiness at his own fireside. Mrs. Hegeler died on 28 May, 1908, about two years before the death of Mr. Hegeler himself. Ten children were born to them, of whom three daughters died during his lifetime, and soon after his death one son in mature age. Mr. Hegeler was survived by the following children: Mrs. Marie Hegeler Carus, La Salle, Ill.; Mrs. Camilla Bucherer, Bonn, Germany; Julius W. Hegeler, Danville, Ill.; Mrs. Annie Cole, New York City; Herman Hegeler, Danville, Ill. (d. August, 1913); Baroness Zuleikha Vietinghoff, Berlin, Germany; and Mrs. Olga Lihme, Chicago, Ill.

TAWNEY, James A., Congressman, b. near Gettysburgh, Adams County, Pa., 3 Jan., 1855, son of John E. and Sarah (Boblitz) Tawney. He is a direct descendant of John Tawney, the founder of the family in America, who came from England about the year 1650 and landed at Baltimore, whence the family removed to Lancaster, Adams, and other counties of Pennsylvania. For many generations his ancestors had been engaged as blacksmiths, and, following in their footsteps, James A. Tawney left school at the age of fourteen years to assist his father at the forge. He was a lad of industry and energy, applied himself faithfully to his work, and thoroughly learned every detail of the trade. When but eighteen years of age he assumed charge of a blacksmith shop at Du Bois, Clearfield County, Pa., in the employ of John Du Bois, a lumberman on the western slope of the Alleghany Mountains. While there he did the blacksmith work in the construction of the Du Bois Sawmill, then the largest sawmill in the country. Later, and on the suggestion of Mr. Du Bois, he learned the trade of machinist. Mr. Tawney then went West, arriving in Winona, Minn., 1 Aug., 1877, a sturdy, self-reliant young workman, ready to accept circumstances as he found them and eager to make the most of his opportunities, although without money or friends. He secured employment as a blacksmith and machinist and, being an excellent mechanic, commanded a good salary; but his ambitions lay far beyond mere manual labor, and about the year 1879 he began to read law during his spare time in the mornings and evenings. With this preparation he entered the law offices of Bentley and Vance, 1 Jan., 1881, and under their preceptorship mastered the principles of the law so rapidly that he was admitted to the bar 10 July, 1882. Not satisfied with his knowledge, however, in September of that year he went to the University of Wisconsin and entered the law department, to still further pursue his studies, but was soon called home by the death of his preceptor, A. N. Bentley, and at once entered upon a brilliant professional career. He early won distinction by his success in the conduct of important litigation, and in obtaining several very important decisions from the Supreme Court of the State. In February, 1883, Mr. Tawney was elected judge-advocate of the Second Regiment, Minnesota National Guard, and served in that capacity until about six years later when he was appointed judge-advocate-general on the staff of Gov. W. R. Merriam. In the fall of 1890 he entered his active public career, although previous to that time he had been a more or less active figure in Republican politics in the capacity of local, county, and State committeeman. In the year mentioned he was elected to the State senate from the Fifteenth District of Winona County, and although the Hon. Thomas Wilson, the Democratic candidate for governor, received a plurality of 1,600 votes in this district, Mr. Tawney exceeded that majority and won by 400 votes over his Democratic opponent. During the time he was serving as senator there was organized in Winona the law firm of Tawney, Smith and Tawney, composed of Hon. James A. Tawney, W. J. Smith and D. E. Tawney, which at once became one of the strongest legal combinations in this part of the State and has so continued to the present time. In 1892 Mr. Tawney was the successful candidate for election to the House of Representatives from the First Congressional District of Minnesota, and took his seat during the extra session of the Fifty-third Congress, 7 Aug., 1893, just sixteen years after coming to Winona a penniless and friendless lad twenty-two years of age. Almost immediately he attracted the attention of the leaders of the House by a carefully prepared speech in opposition to the repeal of the Federal Election Law and in defense of the constitutionality of that law, and also by his earnest and effective work in behalf of the old soldiers in the matter of pensions; and in his strong opposition to the Free Trade Agricultural and Free Iron Ore Schedules of the Wilson Tariff Bill. Mr. Tawney's activities and accomplishments during his first term won the confidence and esteem of the people in such a degree that during the next eighteen years he continuously succeeded himself in office, and became one of the most prominent and influential members of Congress. At the beginning of his second term he was appointed, by Speaker Reed, a member of the Committee on Ways and Means. By successive reappointments he continued to serve on that committee for ten years. He was also the ranking member of the Committee on Insular Affairs, and took a conspicuous part in initiating and formulating the legislative policies of the United States toward our insular possessions, as well as in the preparation and enactment of laws for their government.

James A. Tawney

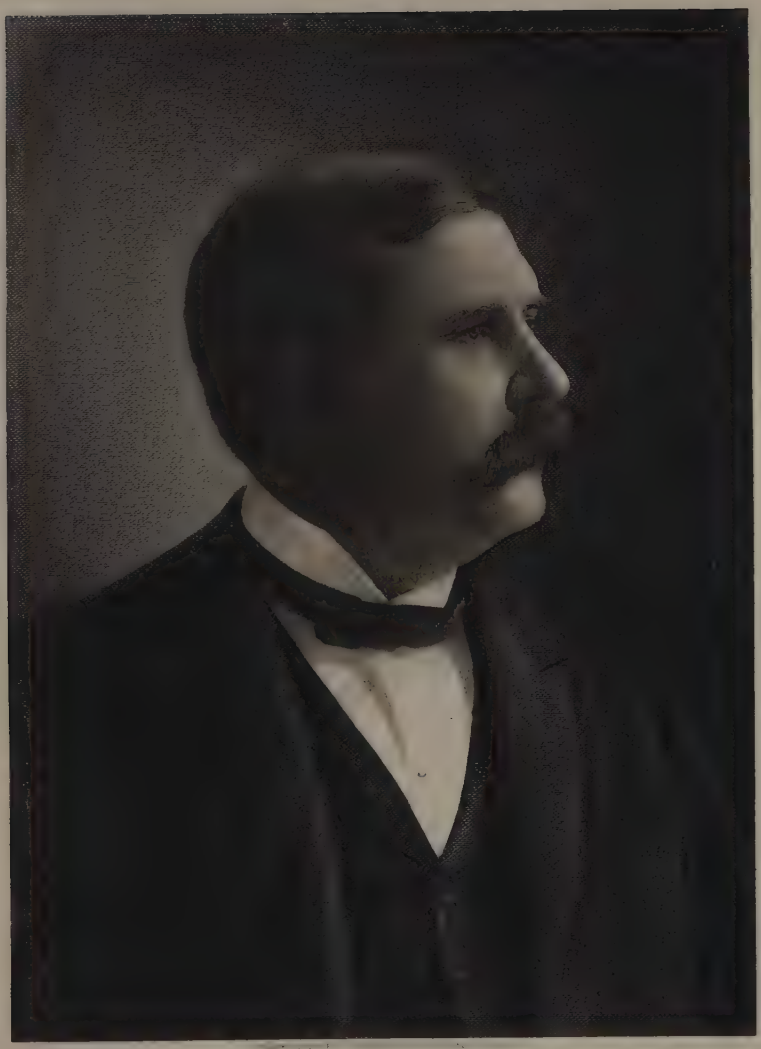
He also served on many other important committees during his congressional incumbency. In his third term he was chosen, by the Republican Caucus, Republican Whip of the House of Representatives and served in that position for a period of eight years. In the Fifty-ninth Congress, beginning the first Monday of December, 1905, Mr. Tawney was taken from the Ways and Means Committee by Speaker Cannon and appointed chairman of the Committee on Appropriations, although without previous service on the latter committee. This distinction was never before conferred upon a member of the House, except in the case of Thaddeus Stevens, who was taken from the Ways and Means Committee and made first chairman of the Committee on Appropriations. Although his six years' service as chairman of the Committee on Appropriations won him nation-wide commendation, yet his sense of duty and responsibility to the people, and his resolute and courageous determination to permit no needless, extravagant, or illegal appropriations, antagonized the selfish interest of powerful corporations and frequently thwarted the illegal purposes and selfish ambitions of many public officials in high position. But for the opposition thus created by the conscientious discharge of his duties in this regard he would no doubt have been continued by the people of his district in Congress for many years more. While his chief purpose as chairman of this great committee was to honestly and carefully conserve the public revenues for the benefit of the people, it cannot be truthfully said that he ever refused or withheld needed appropriations for any branch of the public service, or appropriations necessary to the performance of any legitimate function of the federal government. His responsibility to the House and to the people was always discharged honestly and without fear or favor. His most conspicuous, if not most important, service was his successful opposition, for a time, to militarism, which was one of the dominant policies of the Administration between 1903 and 1909. In this contest he was the first to analyze our war expenditures and call public attention to the fact that the United States was expending annually 72 per cent. of its aggregate revenues on account of wars past and wars it is preparing for, and the records of Congress show that but for his forceful opposition to militarism, expenditures for preparation for war would have been much larger; also in successfully restricting the unauthorized use of the Secret Service of the Treasury Department in the work of other departments of the government, complained of even by the heads of some of these departments; also in his successful opposition to government by executive choice, that is, by preventing the unauthorized expenditure of the public moneys by "Executive Commissions" appointed by the President, without authority of law, and who, by executive order, diverted appropriations made by Congress for other purposes to compensate for service incident to the work and expenses of these unauthorized commissions. As chairman of the Committee on Appropriations Mr. Tawney recommended to Congress the annual appropriations for the construction of the Panama Canal, from the beginning of that great work to the end of the fiscal year 1912. These appropriations as recommended were all adopted by Congress without change and were a little over $23,000,000 less than the aggregate of the estimates for such expenditure for all the years for which the appropriations were made. During his long service in the House he was the author of, and was instrumental in securing the enactment of, much important legislation affecting not only his district and State, but also the interests of the people of the whole country, especially legislation to promote economy and efficiency in the public service and to safeguard the expenditure of the public moneys. He was the author of several bills enacted into law for the protection of the public health long before the Pure Food Law was enacted—notably the law to prevent the adulteration of cheese, the Anti-Oleomargarine Law, and the Pure Flour Law. These laws prevented the adulteration of these several important food products, which at the time of their enactment menaced the public health. They also put an end to the deceit and fraud then practiced upon all consumers of these products. Mr. Tawney was the confidant of most of the great statesmen of his time, who reposed the utmost confidence in his judgment and ability and frequently consulted him upon matters of grave national importance. While the affairs of the country at large were receiving his attention, the interests of his own district and constituents were not neglected, and numerous post offices and other public buildings will stand as monuments to his loyalty to Southeastern Minnesota. The entire history of his legislative career is indelibly written upon the pages given to the accomplishments of one of the most important periods of the nation's progress. Mr. Tawney retired from Congress in 1911 and resumed his law practice, but was not allowed to remain long absent from public life, for in March, 1911, he was appointed by his personal friend, President Taft, to membership as one of the three representatives of the United States on the International Joint Commission for the settlement of controversies between the United States and the Dominion of Canada, and controversies between the people of both countries. The latter country also has three representatives and there is no appeal from the decisions of this international body. Upon the death of ex-Senator Carter, of Montana, Mr. Tawney succeeded to the position of chairman of the United States Section of the International Joint Commission and chairman of the International Joint Commission in the United States. In connection with his labors on this distinguished body, it may be said that Mr. Tawney has not displayed qualities of the dazzling and brilliant kind which give but ephemeral fame, but rather those which are profound, solid, and practical, entitling him to a niche in the temple of fame. Mr. Tawney holds membership in the Minnesota State and American Bar Associations. He is also affiliated with various Masonic bodies and other fraternities and is a charter member of the Elks Lodge No. 327. On 19 Dec., 1883, he was united in marriage with Emma B. Newell. They are the parents of six children: Everett Franklin, who married Constance Day, daughter of the Hon. F. A. Day, of Fairmont, Minn.,

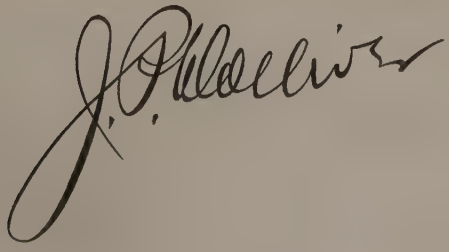
and is now a resident of Seattle, Wash.; James Millard, engaged in the manufacturing business in Winona, and vice-president of the Junior Association of Commerce of that city; Josephine, who resides with her parents; John E., who is a traveling salesman for a Winona business house; William Mitchel, who is employed in the Capital National Bank of St. Paul, and Jean, who is still attending school.

BULL, William Tillinghast, physician and surgeon, b. in Newport, R. I., 18 May, 1849; d. at the Isle of Hope, near Savannah, Ga., 22 Feb., 1909. His first American ancestor, Hon. Henry Bull, b. in Wales in 1609, was, with his friend, Roger Williams, one of the nine founders of Aquidneck (Newport), R. I., and was twice made governor of the colony. The tract of land allotted to him on the present Bull Street and elsewhere is still in the possession of the family in the direct line. Successive generations have added honor to the name during the 250 years that the family have occupied the original grant. Dr. Bull's grandfather, seventh in the direct line to bear the name and occupy the homestead, was an eminent antiquarian and author of "Memoirs of Rhode Island." Henry Melville, also of Newport, was the maternal grandfather, and the transmitter of many traditions relating to the daring and hardship of the Rhode Island pioneers. Dr. Bull's parents, Henry and Henrietta (Melville) Bull, occupied the old homestead, and here their second son, the subject of this biography, was born. His early education was received in Newport. He entered Harvard and was graduated in 1869, receiving the degree of A.M. in 1872. He studied medicine under Dr. Henry Berton Sands, of New York, and received his medical degree with honors from the College of Physicians and Surgeons (now the school of medicine of Columbia University) in the class of 1872. His thesis on "Perityphlitis" was awarded the faculty prize. After the completion of his service upon the surgical staff as an interne at Bellevue Hospital, New York, Dr. Bull went to Europe in 1873 and became a hospital student of exceptional industry. Upon his return in 1875 he began private practice, with New York City as his permanent residence. He first turned his attention to dispensary and hospital work, being appointed house physician to the New York Dispensary (1875-77), and attending surgeon to the Chambers Street Hospital. For eleven years he was attending surgeon of the House of Relief, the New York Hospital (1883-1900), and to St. Luke's Hospital (1880-84; 1888-89). In 1900 he was appointed surgeon to Roosevelt Hospital. In 1888 Dr. Bull retired from the Chambers Street Hospital on account of the pressure of other duties and the demands of a growing private practice. To his honors were added that of consulting surgeon of the Manhattan Hospital, the Woman's Hospital, the New York Hospital, the Orthopedic Hospital and Dispensary, New York Cancer, now the General Memorial Hospital, of which he was one of the founders; surgeon in charge of the Hernia department, Hospital for the Ruptured and Crippled, all of New York, and consulting surgeon to the Newport (R. I.) Hospital. During 1879-80 Dr. Bull was demonstrator of anatomy in the College of Physicians and Surgeons (New York), and became successively demonstrator in surgery (1880), adjunct professor (1885), and full professor (1888). Dr. Bull began as a general practitioner and he never lost his interest in general medicine. That he became most distinguished in surgery was not due to any premeditated desire for specialism on his part; he simply worked conspicuously in that branch for which he was best fitted. He was an excellent diagnostician and a cool and precise operator; it was on these grounds that he attained distinction as a surgeon. He never lost sight of the patient in the "case" and he consequently came to be known as pre-eminently the patient's friend. His patients, too, were not only those who were able to pay a full fee; he as untiringly worked in the service of the poor. Dr. Bull was skilled in all surgical technic, but his special field of operation was the abdominal cavity. It was especially in the repair of the intestines after gunshot and stab wounds that he made his early reputation. His improved method of laparotomy in the treatment of such wounds in the abdominal region remains unchallenged in its superiority. His innovations have decreased the mortality from 87 per cent. downward and his method of procedure has been generally copied. Dr. Bull was also one of the first to perform appendicitis operations with success. He was likewise a close student of, and frequent operator for, cancer, the disease to which he himself succumbed. As an operator Dr. Bull was logical and bold; he did not believe in the delay of an impending crisis and therefore made quick use of the expedients at hand. The past century sketched a new career for surgery and Dr. Bull won, with his many triumphs, a name on its roll of honor. In more senses than one he was an innovator. He has had many imitators and his recommendations have been widely adopted. Dr. Bull was a remarkably handsome man and his benign expression was a key to his inner feeling. His greatness was one of virtue no less than accomplishment. He was an enthusiast regarding the future of his profession. His manner was genial and cordial with a perfect consideration for others; easy of approach both to his colleagues and to students. He had admirable judgment, perfect poise and self-reliance, with absolute integrity of purpose. Dr. Bull was a frequent contributor to medical literature. Among his articles reprinted in pamphlet form from the "Medical Record," "New York Medical Journal," "Medical News," etc., are the following: "Perityphlitis" (1873); "Remarkable Cases of Fracture" (1878); "On the Medical Cure of Hernia by Heaton's Operation" (1882); "On the Results of Treatment of Fracture of the Patella without Operation" (1890); "On the Radical Cure of Hernia, with Results of One Hundred and Thirty-four Operations" (1890); "On Three Cases of Pylorectomy with Lastro-Enterostomy" (1891); "Notes on Cases of Hernia," etc. (1891); "Observations on Chronic Relapsing Appendicitis" (1893); "Further Observations on Chronic Relapsing Appendicitis," etc. (1894). In collaboration with Dr. William B. Coley he wrote for the "Annals of Surgery" a treatise which was afterward published as a pamphlet (1893).

The same collaborators wrote for the "Medical Record," afterward reprinted in 1905 in pamphlet form: "Results of Fifteen Hundred Operations for the Radical Cure of Hernia in Children Performed at the Hospital for Ruptured and Crippled Between 1891 and 1904"; "Report of Two Thousand Operations for the Radical Cure of Hernia Performed at the Hospital for Ruptured and Crippled from 1890 to 1907" (1907). In conjunction with Dr. Coley he wrote the chapter on "Hernia" in Dennis' "System of Surgery" (1896) and the chapter on "Hernia" in the "International Text-book of Surgery" (1900). Dr. Bull also translated from the German and edited Von Bergmann's "System of Surgery" (1904). As a memorial to adequately and appropriately perpetuate the distinction which he conferred upon his profession a fund has been created by his admirers for conducting original research under the direction of the surgical department of Columbia University. A bust of Dr. Bull, executed in bronze, is placed in the Academy of Medicine in New York City. Dr. Bull was a member of the American Medical Association; the New York Surgical Society; Fellow of the American Surgical Association, and of the New York Academy of Medicine. He was one of the founders and a member of the board of managers of Memorial Hospital, and member of many other scientific societies. He served on the admission committee of Columbia University, was one of the founders of the Zeta Psi Club, and a member of the Harvard, University, Century, and other New York clubs.

DOLLIVER, Jonathan Prentiss, U. S. Senator, b. near Kingwood, Preston County, W. Va., 6 Feb., 1858; d. at Fort Dodge, Webster County, Ia., 15 Oct., 1910, son of James J. and Eliza Jane (Brown) Dolliver. His father, a native of New York, was a prominent clergyman of the Methodist Church in West Virginia and Eastern Ohio, and a descendant of early settlers, seafaring men, of Gloucester, Mass. His mother, a native of that portion of Virginia now included in the State of West Virginia, was a descendant of Robert Brown, a native of Scotland, and an early Virginia colonist. The future Senator was the second in a family of five children: three sons and two daughters. He was graduated at the West Virginia University in 1876; then taught school in Sandwich, Ill., and elsewhere, and later studied law with his uncle, John J. Brown, of Morgantown, W. Va. After another winter as principal of the high school at Sandwich, Ill., accompanied by his brother Robert, he went West to seek his fortune in the spring of 1878. He located in the embryo city of Fort Dodge, Ia., where he was admitted to the bar, and as the junior member of the firm of Dolliver Bros. began the practice of law. In the very first year of his residence in Fort Dodge, J. P. Dolliver was offered and eagerly improved an opportunity to show his aptitude in political discussion. The year 1878 marked the high tide of the "greenback" movement. The resumption of specie payments was to take effect on 1 Jan., 1879, and this campaign afforded the last opportunity for protest. What the effect would be nobody could predict. In this exciting contest Dolliver at the age of twenty won his spurs as a champion of sound money. He carefully read from the "Congressional Record" the history of the legal-tender acts and of the bond legislation of the war period, with every word of the debates in Congress bearing upon them, and so acquired a mastery of the facts, in controversy, which, together with his knowledge of economic history and his captivating wit and eloquence, prepared him to carry the schoolhouses by storm. It was the training he received in this campaign, with the vital interest in the money question, which was then developed, that equipped him so thoroughly to deal with the silver question when it came on some fifteen years later. The contest over the "greenback" question, like the contest over the silver question, was a very stimulating one to those who participated in it with an intelligent understanding of all that was involved. The young orator's introduction to the outside world was in August, 1884, when, as temporary chairman, he delivered before the Republican State Convention of Iowa an address, which was so replete with humor, condensed logic, and stirring appeal, that all who listened to him, and saw the ovation given him, were made keenly aware of the fact that a new force had come into Iowa politics. It was one of Iowa's great political gatherings. The speech was a severer arraignment of the Democratic party and of its candidates than Dolliver was wont to indulge in in later years, when his acquaintance with the opposition became wider and his view of men and issues became broader. Near the close of his address, he thus eloquently characterized the party of his choice: "Called to defend the national unity, the Republican party, out of the wrath and malice of civil strife, gave to the future an undivided country. Called to protect public liberty, the Republican party found the slave power seated on all the thrones of office and opinion, and left it smitten to death on the field of battle, without a friend in the civilized world. Called to restore the fallen fortunes of American business, it has put the shield of American law between the homes of American labor and the mendicant competition of English cities. Called to preserve the commercial good name of the nation, the Republican party has steadily exalted the public faith and left it permanently secure from the folly of politicians and the threat of demagogues." In closing he paid eloquent tribute to Blaine—"the scope of whose faculties is a perfect horizon,—a man who knows the size of the nation—a man who knows the history of the nation—a man who knows the strength of the nation—a man who knows the rights of the nation—a man who comprehends with a serene faith the mission of the republic, and its sublime destiny in the midst of the nations and the ages. Not in vain has this great State, correct in its judgments, upright in its conscience, laid at the feet of Blaine the loyal tribute of its affections." In 1886, on the insistence of many friends and admirers in the Tenth Iowa District, Dolliver became a candidate for the Republican nomination for Congress. Finally on the 188th ballot he was defeated for this nomination. Two years later, however, the people had come to expect much of Dolliver. By common consent he had come to be recognized as the preeminent orator of the West—rich as it was in orators.





Again he was chosen temporary chairman of the Republican State Convention. This young apostle of progress pictured his party as "turning to the future" and welcoming "the new era in American politics—an era of peace, of prosperity, of commercial expansion, of industrial development; an era that shall emancipate labor, that shall control the basis of wealth, that shall sanctify citizenship, that shall protect popular education, that shall realize in the mission of the republic all the dreams of patriotism." The many who affectionately recall this eloquent champion of the new Republicanism can scarcely read these stirring words, charged as they are with the electrifying enthusiasm of hopeful young manhood and with the mysterious force which a magnetic voice imparts to an assemblage, without feeling again the thrill with which, on many occasions, the young man's eloquence was wont to stir their souls. Strong as the maturer Dolliver became in argument and running debate, for his admiring friends he is likely to remain preeminent as a convention orator. On Monday, 2 Dec., 1889, he took his seat in the Fifty-first Congress. From that time until the year 1900—when Governor Shaw appointed him U. S. Senator, to fill out the term made vacant by the death of Senator Gear—Congressman Dolliver was biennially renominated by his political and personal friends and elected without effort and anxiety on his part. Passing over the numerous triumphs of the young Iowan on the floor of the House of Representatives we turn to his speech on the American Market Place, on 27 Sept, 1890. He emphasized the fact that the time had come when the corn country and the wheat country had as much to say about the tariff as the cities and villages of Massachusetts; that Congress had begun to feel the new influence of the American farm. He concluded his array of figures with an outburst of eloquence, declaring the real anarchist of the time was "the bloodless spirit of wealth acquired without conscience." It should be the work of every patriot to save the American market place for the legitimate business of the American people." His best opportunities for public service on the tariff question came later. In January, 1894, Mr. Dingley made his great speech against the Wilson Tariff Bill. Springer was the Democrat chosen to answer Dingley. Dolliver, now regarded as Dingley's right-hand man in debate, was drafted for reply to Springer. On 15 Jan. he took the floor and, in the longest speech of his career to that time, followed the Illinois Representative step by step, leaving little to be said on either side. The speech was an elaborate and powerful plea, interspersed, here and there, with the wit which with Dolliver was irrepressible. Dolliver's great speech in Congress on the unlimited coinage of silver was made on 12 Feb., 1896. This speech, with accompanying charts, was used extensively as a campaign document in the epoch-making presidential campaign of 1896. He had a positive genius for divesting the most involved public questions of their impedimenta of facts and figures, and representing them as general propositions. In one of his many anti-silver speeches in the campaign of 1896, the brilliant young Congressman thus crystallized into few words the whole of his argument: "I cannot believe it possible that the American people will vote again to put the world in doubt as to the meaning of the word dollar or as to the purpose or intention of the American people to maintain the integrity of their existing contracts." On 4 Dec., 1900, the venerable Senator Allison, with much satisfaction and pride, presented the credentials of his young friend and political protégé, escorting Mr. Dolliver to the Vice-President's desk, where the oath was administered which marked the commencement of another, and as it proved the last, chapter in the history of Jonathan P. Dolliver's remarkable career. In the heated debate on the civil government of the Philippine Islands, early in May, 1902, Senator Dolliver bore a conspicuous part as defender of the army from charges of wanton cruelty. In the course of a running fire, the Iowa Senator brought into action his reserves of sarcasm and irony, to the serious discomfiture of the opposition. The charges were indignantly met by him. All the fire of his earlier years came out in these burning words: "And in after years, when nations more robust, moved by other motives, have taken up the burden which was greater than our strength, we will ask permission to go back to the harbor where our volunteers first heard the cheers of Admiral Dewey's squadron, to gather up the ashes of our dead—the poor boys who had faith enough in their country to give their names to its enlisted regiments, to follow its officers with a soldier's reverence, and to die, if need be, in its service. If such an experience should come to us within my lifetime I hope to be spared the humiliation of recalling one word uttered here or anywhere that would warrant the surviving comrades of these men in reproaching me for having passed judgment upon them without hearing the evidence, without knowing the circumstances by which they were surrounded, the provocation by which they were inflamed, and the military necessities under which they obeyed their orders." In the last two great debates of 1906 and 1908, Senator Dolliver was a recognized leader. The Railroad Rate Bill, known as the Hepburn Act, was passed by the Senate on 18 May, 1906, by a vote of seventy-one to three, fifteen not voting, and so the long, tedious, nerve-racking, health-breaking debate of nearly four months' duration resulted in a victory—one of the most far-reaching legislative reforms in the history of American legislation. In the Sixty-first Congress, Senator Dolliver bore a conspicuous part in the memorable tariff debate. He proposed to tell the American people exactly what was going on in Congress. He notified all interested persons that he had no intention of leaving the Republican party. Nor did he intend, he declared, however brief his public service might be in consequence, to sit in the Senate Chamber without endeavoring to represent his people and defend their interests. He would ask "no license, even from the most accommodating political holding companies." He was born a Republican "down among the loyal mountains of Virginia." He thought he knew what the articles of faith were. "We have sometimes lived in very humble houses, but we have never lived in a house so small that there was not room over its walls for

the pictures of the mighty men who in other generations led it to victory; and now my own children," he added with a touch of tenderness which moved strong men to tears, "are coming to years, and are looking upon the same benignant, kindly faces, as I teach them to repeat the story of our heroic age and to recite all the blessed legends of patriotism and liberty. And," he added, "it is going to be a very difficult thing to get me to abandon the Republican party." Again, he added a personal note, recalled by many after his decease: "I have had a burdensome and toilsome experience in public life, now these twenty-five years. I am beginning to feel the pressure of that burden. I do not propose that the remaining years of my life, whether they be in public affairs or in private business, shall be given up to a dull consent to the success of these conspiracies, which do not hesitate before my very eyes to use the law-making power, . . . to multiply their own profits and to fill the market places with witnesses of their avarice and greed." He had no prejudice against corporations. He attributed the world's industrial progress to the law of corporations, but he was eternally opposed to monopolies. In conclusion he indulged in prophecy. He proposed to fight monopoly and to fight it as a Republican, and he expected to find his party interested in the fight. "For the day is coming," he said, "it is a good deal nearer than many think—when a new sense of justice, new inspirations, new volunteer enthusiasm for good government shall take possession of the hearts of all our people. The time is at hand when the laws will be respected by great and small alike; when fabulous millions piled, hoard upon hoard, by cupidity and greed, and used to finance the ostentations of modern life, shall be no longer a badge even of distinction, but of discredit rather, and it may be of disgrace; a good time coming when this people shall so frame their statutes as to protect alike the enterprises of rich and poor in the greatest market place which God has ever given to His children, and when the rule of justice, entrenched in the habits of the whole community, will put away all unseemly fears of panic and disaster when the enforcement of the laws is suggested by the courts. It is a time nearer than we dare to think. A thousand forces are making for it. It is the fruitage of these Christian centuries, the fulfillment of the prayers and dreams of the men and women who have laid the foundations of the commonwealth, and with infinite sacrifice maintained these institutions. I would have the old Republican party free from corrupt influences, emancipated from sordid leadership, order the forward movements which are to carry to completion the labors of other generations for the welfare of the people of the United States." And with this hopeful view of the future the congressional career of Jonathan P. Dolliver grandly closed. He died but a few months later. One of the most beautiful tributes to his memory, a correct estimate of his work and character, appeared in a magazine article in September, 1912: "It does injustice to none to say that there was but one Dolliver in the generation in which he made his record of public service. When he died he was the acknowledged leader within the Republican party. The great things of which Dolliver was so great a part, when they were yet small, have moved on and on. We have not got far enough away from their beginnings to realize what a heroic figure he was, as he stood in the senatorial forum but three short years ago, defying the agents of privilege and 'regularity,' warning them that they had entered upon a course in which the nation could not and would not follow them. He knew that the vast majority of the party were with him in sentiment and sympathy; he had confidence that, in due time, that fact would declare itself, and he would be vindicated. The first awakening came to him in 1906, when he assumed congressional leadership of the movement for strengthening the interstate commerce laws. He found the powers of party, of capitalized privilege, not only in his own party, but in the opposition, hostile to that movement. He began to wonder, to surmise, to contemplate the possibilities in such a situation; and by dint of a magnificent fight, the needed legislation was at last passed, and to Dolliver it seemed for the moment a vindication of his theory that his own party could be trusted to meet any emergency of public service. Following closely upon this came the experience of the tariff session of 1909. He could not at this time bring the ruling coterie to accept his views. Week after week, month after month, of that session, Dolliver and the little host that gathered at his back fought for concession and gained none. Then it was that he at last formed his purpose. The party to which he had given his career must be reformed—from within. That was the message he gave the country in his last public utterances. He used all he possessed of eloquence, of sarcasm, invective, irony, appeal, to win a following among the people in Congress and out. He came up to leadership almost in a day. 'Here is our real leader,' the country first vaguely felt, then began to say aloud. 'Had he lived, he would, in all human probability, have been the Republican nominee, this year, for the presidency.' The public would have demanded him; the organization, weakened and fearful, would have yielded. He would have been nominated, the party would have substantially united at his back, and he would have led it to higher planes, to nobler purposes of true usefulness than it has known in many years. Just on the eve of this magnificent opportunity that almost everybody, better than he, saw opening to him, death came and ended it all. He gave up his life and the brilliant prospect of a triumphant climax to his career, in his devotion to what he believed the duty of the hour. He did more than any other man to make the forward movement the power it now has become in this nation; and he offered himself as the richest sacrifice that was laid on its altar. As truly as ever a soldier in the trenches, he gave his life for his country." Senator Dolliver married 20 Nov., 1895, Mary Louise, daughter of George Read Pearsons, of Fort Dodge, Ia., a native of Vermont and a prominent railroad builder. Mrs. Dolliver is a graduate of Wellesley College (B.A., 1889). They had two daughters, Margaret Eliza and Frances Pearsons, and one son, Jonathan P. Dolliver, Jr.

PARK, Roswell, surgeon, b. in Pomfret, Conn., 4 May, 1852; d. in Buffalo, N. Y., 15 Feb., 1914, son of Roswell and Mary Brewster (Baldwin) Park. Through both his mother and his father he is descended from Elder Brewster, of the "Mayflower." His father, a graduate of West Point, who served for some years as an officer in the engineer corps, U. S. army, later became professor of chemistry and natural philosophy at the University of Pennsylvania, resigning this position to take orders in the Episcopal Church: he was the founder of Racine College, Racine, Wis., and its president from 1852 to 1859. When scarcely three years of age the younger Roswell Park lost his mother, and was sent to live with his uncle, Dr. Lewis Williams, at Pomfret. So it chanced that his boyhood was largely spent in his New England birthplace, for he remained with his uncle until he was nine years of age. During this period he received private tuition, and on his return to Racine was for two years a pupil at the grammar school connected with the college. He then removed with his father to Chicago, and was a student at Immanuel Hall, where he remained until his father's death in 1869. He then entered Racine College, and was graduated in 1872 with the degree of B.A. For one year thereafter, he taught at Immanuel Hall, the scene of his father's final activities, where he had, as a mere boy, often assisted him in chemical demonstrations in the laboratory. At the same time he entered the medical department of Northwestern University, where he was graduated in 1876 with the degree of M.D. His first professional service was as interne and house physician at the Cook County Hospital, where he devoted all available time to visiting other hospitals and to work in morbid anatomy. Having completed this period of practical experience, he began his medical teaching, in 1879, as demonstrator of anatomy at the Women's Medical College of Chicago. The following year he became adjunct professor of anatomy in the medical department of Northwestern University, which position he held for three years, then resigned to study in Europe. On his return, in 1882, he was made lecturer on surgery in Rush Medical College and attending surgeon at the Michael Reese Hospital, in Chicago. In the following year the chair of surgery in the medical department of the University of Buffalo was made vacant through the retirement of Edward M. Moore and the disability of his colleague, Julius F. Miner. An appointment to fill the vacancy was offered to Dr. Park, who thus came to the scene of what was to be his life's work. Shortly afterward he was also made surgeon to the Buffalo General Hospital and, eventually, surgeon-in-chief. As a surgeon Dr. Park ranked with the foremost of the country. But he was something infinitely more than a skillful surgical operator. For he combined within him those two qualities which so rarely go together: great ability and knowledge, and the capacity to impart this knowledge and to transmit this ability to others. This made him a great teacher. Nor was teaching confined to the lecture platform or the classroom. He was also a brilliant writer; he could impart his knowledge, the results of his researches and his thought, quite as lucidly by means of the written word as by means of speech. Dr. Park began his career as a teacher at the same time that the science of medicine was being revolutionized by the researches and discoveries of Pasteur and Lister. Previously surgery had been handicapped because of the danger of infection. At that time an operation, even of the simplest nature, was always a last resort. A compound fracture of a limb usually meant the loss of that limb and frequently death, while every opening into a joint was almost certainly fatal. But with the discoveries of Pasteur and Lister came a knowledge of the principles of antisepsis. The result was that surgery took a new place in the science of medicine. It is the nature of all men to accept great and sudden changes with reluctance, and surgeons are by no means less subject to this spirit of conservatism than others. In the natural course of things it would probably have been years before the rank and file of the profession would have accepted, or at least have practiced, the great principles of antisepsis. Of those few who saw immediately the full significance of the great discoveries and their relation to practical surgery, one of the foremost was Dr. Park. Exerting all his influence and energy, he set about instituting this radical change in the practice of surgery, not only in Buffalo, within the radius of his immediate personality, but throughout the country. Nor was there a medical center in the United States which did not respond to his efforts. Today, of course, antisepsis is not only accepted, but practiced, by the humblest country physician or surgeon. But this progressive spirit was characteristic of Dr. Park, and it is entirely due to it that the Buffalo Hospital and the College of Medicine of the Buffalo University rank among the first of their kind in the country, illustrated by the fact that it was here that the first campaign against cancer was begun and led to the establishment, in 1913, of the New York Institute for the Study of Malignant Diseases. As a writer on medical subjects Dr. Park was extremely prolific. His "Modern Surgery" (1907) still stands as the most complete one-volume work on surgery issued in this country. His "Mütter Lectures" (1892), consisting of a course of lectures delivered at the College of Physicians in Philadelphia, did more to place the correct pathology of surgical disease before the American profession than any other publication of its time. He edited and wrote part of "A Treatise on Surgery by American Authors" (1896), and saw it run through three editions. He was also the author of "An Epitome of the History of Medicine" based on a course of lectures delivered during 1894 at the University of Buffalo, which constituted the first attempt in the medical schools of this country to give systematic instruction in the history of the science which they teach. His monographs in professional journals and his articles number nearly two hundred. That Dr. Park's abilities were recognized by his contemporaries is evident from the honors that were showered on him. At various times he was president of the American Surgical Association, of the American Association for the Advancement

of Science, the Medical Society of the State of New York, the Buffalo Academy of Medicine, and of the University and Liberal Clubs. He was the chairman of the American Committee of the International Society of Surgery, and for years was a member of the French, German, and Italian Surgical Societies. President Roosevelt appointed him a member of the Board of Visitors at West Point and made him an officer of the Medical Reserve Corps. He was one of the surgeons attending on President McKinley after he had been wounded by the assassin's bullet at the Buffalo Exposition, in 1901. Honorary degrees were awarded him by Yale, Harvard, and Lake Forest Universities. In 1880 Dr. Park married Martha P. Durkee, of Chicago, who died in 1899. They had two sons: Julian and Roswell Park, Jr.

PRATT, Charles, merchant and philanthropist, b. in Watertown, Mass., 2 Oct., 1830; d. in New York City, 4 May, 1891, son of Asa and Eliza (Stone) Pratt. His father, a successful cabinet-maker, was descended from John Pratt, a native of Malden, Essex County, England, through Richard Pratt; John and Mary Pratt; Thomas and Lydia (Lynde) Pratt; Thomas and Sarah (Symms) Pratt; and Jacob and Phoebe (Jenkins) Pratt. Charles Pratt was one of a large family and at the age of ten went to work on a neighbor's farm, attending the country school during the winter months. His schooling was much interrupted, and at the age of thirteen he obtained a position as clerk in a grocery store in Boston, Mass., where he remained one year. Subsequently he apprenticed himself to a machinist in Newton, Mass. When he had accumulated a few hundred dollars he entered Wilbraham Academy, near Springfield, Mass., where he studied for three winters. In 1849 he accepted a position as clerk in the office of a firm dealing in paints and oils in Boston. Two years later he moved to New York City, entered the employ of Schenck and Downing, dealers in oils, paints, and glass, at 108 Fulton Street. Three years later he became associated with C. T. Raynolds and F. W. Devoe in the firm of Raynolds, Devoe and Pratt, and remained with them thirteen years. Having early recognized the possibilities of the manufacture and sale of illuminating oils from crude petroleum, Mr. Pratt withdrew from his firm, taking over the petroleum business, and organizing with Henry H. Rogers the firm of Charles Pratt and Company. He began the refining of crude oil in a large factory in Greenpoint, Brooklyn, developing from it many valuable by-products at that time unknown. His "Astral Oil" soon became a popular commodity, and the success of the business naturally led to Mr. Pratt's becoming associated with the Standard Oil Company at its inception, under the name of the Pratt Manufacturing Company. Charles Pratt and Company became the representative of his personal investments. In the later years of his life Mr. Pratt devoted his time to the development of educational institutions in Brooklyn. He did not forget his early struggles for an education nor the needs of his young and growing children. He became interested in the Adelphi Academy of Brooklyn and later was elected president of the board of trustees, which position he held at the time of his death. He contributed liberally toward increasing the usefulness of Adelphi, and in 1886 gave $160,000 for a new school building, with which the present structure at Clifton and St. James Places was erected. Adelphi Academy now accommodates more than 1,000 pupils and furnishes a complete academic training for children between the ages of six and eighteen years. His generous interest in public education led him to establish, in 1887, Pratt Institute, a school for industrial training. The first class was organized 16 Oct., 1887, and numbered twelve pupils in drawing. In 1915 there were five schools, as follows: Fine and Applied Arts; Household Science and Arts; Science and Technology; Kindergarten Training; Library Science. The total enrollment of students for the year 1914-15 was: in the day classes 1,841 and in the evening classes 1,779, a total of 3,620. The institute offers to both men and women day and evening courses in a wide range of artistic, scientific, and domestic subjects, and conducts normal courses in three of its schools. The curriculum provides for thorough and systematic instruction, producing a spirit of self-reliance as well as an appreciation of the value of intelligent manual labor. The library, which is free to the citizens of Brooklyn, contains 109,000 volumes, covering all of the general departments of literature, while in the reading-room are to be found more than 400 of the leading American and English periodicals. The buildings, thirteen in all, situated on Ryerson Street and Willoughby Avenue, in Brooklyn, are: the Main Building, the Science and Technology Building, the Electrical Building, the Chemistry Building, the Machinery Building, the Household Arts Building, the Practice House, the Kindergarten Building, the Library, the Gymnasium, the Men's Club House, the Women's Club House, and the Rest House. Connected with the institute are also tennis courts, baseball and football fields, an athletic track, and a lunch room for the use of students. The institute has been liberally endowed by the founder and by his sons and grandsons, who, as trustees, administer its affairs. Mr. Pratt was largely interested in the housing problem of the city and was among the first to erect a model tenement house, known as "The Astral." This building, with others, smaller but of an equally unique character, was given by him as a portion of the Institute endowment. Mr. Pratt believed in economy and thrift, and, to encourage people in forming these habits, he established, in 1888, The Thrift, a system of saving not unlike many of the mutual building and cooperative savings associations in this country. The Thrift, organized with a membership of 349 had, in 1915, a total of 8,701 members and deposits amounting to $4,287,755.52. Today this savings organization occupies a solid position among the financial institutions of Brooklyn. A man of large resourcefulness and superior organizing capacity, Mr. Pratt was conspicuous for his energy and prompt action which regarded no obstacles as insuperable. His great success as a merchant was due in large degree to his wise and careful management of detail. He was singularly modest, reserved, and unassuming in manner, so highly he was esteemed and deeply beloved,

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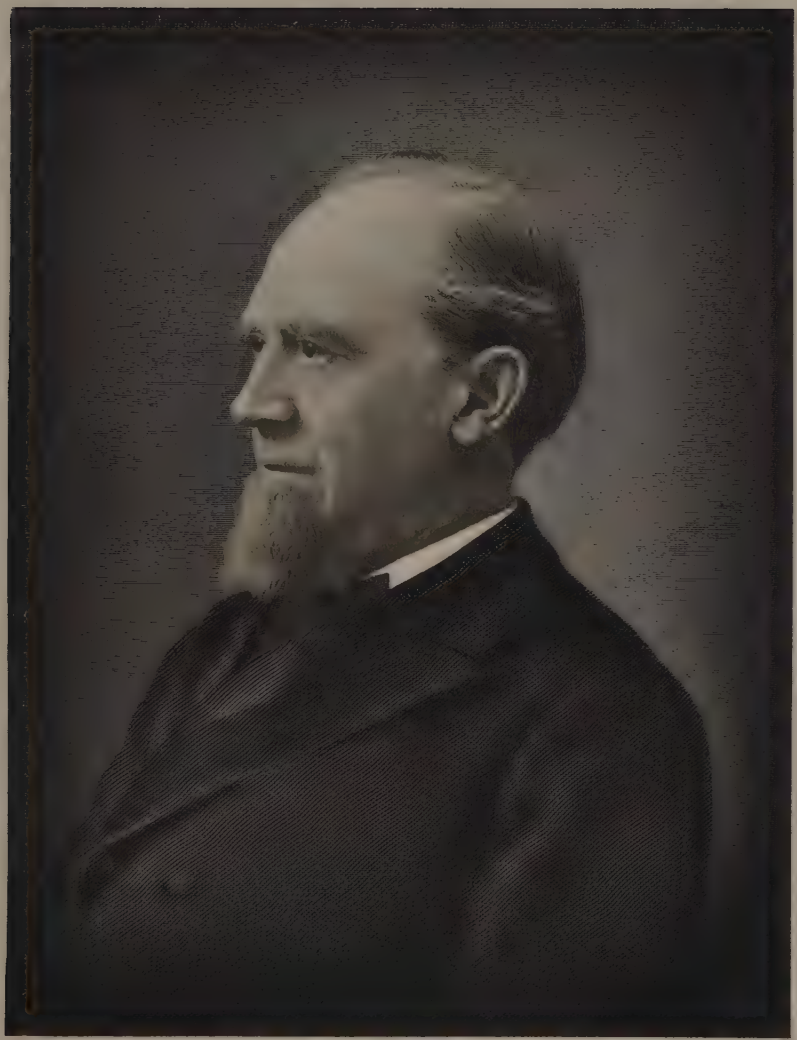

Chas. S. Pratt

as few men have been, by those who were acquainted with his great gifts and rare character. He was large-hearted, thoroughly unselfish, broad-minded, and far-seeing. At the Founder's Day celebration at Pratt Institute, 2 Oct., 1890, shortly before his death, Mr. Pratt said in an address before the students: "The world will estimate your ability, and will underestimate the value of your work; will be exacting of every promise made or implied; will be critical of your failings; will often misjudge your motives and hold you to strict account for all your doings . . . so I would give you a word of cheer, and possibly I cannot do better than to impress upon you the wise counsel of an ancient sage from another race, as follows: 'You do not live for yourself. If you live for yourself you shall come to nothing. Be brave, be just, be pure, be true in word and deed. Care not for your enjoyment, care not for your life, care only for what is right. So, and not otherwise, it shall be well with you.'" As an ardent lover of everything that is good, Mr. Pratt was optimistic in faith and devout in spirit, and opened his soul to every inspiration that enriched life and incited to service. To honor the memory of his father he established the Asa Pratt Fund for a reading-room in his native town. Mr. Pratt was a Baptist, and for many years was president of the board of trustees of the Emmanuel Baptist Church in Brooklyn. He was a warm friend of the Rochester Theological Seminary, as well as of the Brooklyn Bureau of Charities, and other local institutions of a philanthropic character. Though not an alumnus of Amherst College, he was identified with her life and welfare through his sons, all of whom are graduates of that institution. Through his son, Charles M., he assisted the college in the erection of the gymnasium, and through his son, Frederic B., he gave the athletic field. Mr. Pratt was twice married: first to Lydia Ann, daughter of Thomas Richardson, of Belmont, Mass., who died in August, 1861; and second to her sister, Mary Helen Richardson. By his first marriage he had one son, Charles M. Pratt, a director of the Standard Oil Company, and of several other large corporations, and one daughter, Lydia Richardson Pratt, wife of Frank L. Babbott, of Brooklyn, N. Y. By the second marriage he had five sons: Frederic B., George D., Herbert L., John T., and Harold I. Pratt; and one daughter, Helen F. Pratt, wife of Ernest B. Dane, of Boston, Mass.

ALDRICH, Thomas Bailey, author, b. in Portsmouth, N. H., 11 Nov., 1836; d. in Boston, Mass., 19 March, 1907. He was the only child of Elias Taft and Sarah Abba (Bailey) Aldrich. His ancestry, on both his father's and mother's sides, was of the best colonial stock and embraced the Stanleys, Pickerings, Adamses, Thayers, Putnams, Cogswells, and Rolfes. Aldrich himself, with characteristic quaintness and humor, says of his ancestry: "I could boast of a long line of ancestors, but won't. They are of no possible benefit to me, save it is pleasant to think that none of them were hanged for criminals or shot for traitors, but that many of them are sleeping somewhere near Bunker Hill. . . . My genealogical tree, you will observe, grew up some time after the Flood with other vegetation. I will spare myself, this warm day, the exercise of climbing up its *dead* branches and come down to one of the lower 'sprigs,' but by no means 'the last leaf upon the tree.'" His early boyhood was passed in Louisiana, and it is more than probable that from the unusual and exotic beauty of the old Creole city of New Orleans he imbibed those impressions which afterward found expression in the tropical warmth and richness of many of his poems. When he was thirteen years old he returned to Portsmouth. Whoever is familiar with that delightful idyl and classic of boyhood days, "The Story of a Bad Boy," will recognize old Portsmouth in the place called "Rivermouth" in the story. Here, in his grandfather's home, which the poet has made known to thousands of readers as the "Nutter House," one of those comfortable colonial structures which still abound in New England, he passed the years that he has so delightfully chronicled in the story mentioned. Even then he was a reader and dreamer, and dwelt in a realm populous "with the folk of the imagination." He has named some of the books to which he had access at that period: "Theodore, or the Peruvians," "Robinson Crusoe," an odd volume of "Tristram Shandy," "Baxter's Saints' Rest," and the "Arabian Nights," with six hundred woodcuts by Harvey. "In a lidless trunk in the garret," he says, "I subsequently unearthed a motley collection of novels and romances, embracing the adventures of Baron Trenck, Jack Sheppard, Don Quixote, Gil Blas, and Charlotte Temple—all of which I fed upon like a bookworm." He began a course of study preparatory to entering college, but, on the death of his father, he abandoned it to enter the counting-room of his uncle, Charles Frost, in New York City. It was this uncle who said, when the young poet told him that Dr. Guernsey, of Harper's, had just accepted and paid $15.00 for one of his poems, "Why don't you send the d—d fool one every day?" From 1852 to 1855 Mr. Aldrich worked in the counting-room of Mr. Frost's commission house. In the latter year his "Ballad of Babie Bell" won immediate and universal favor; he struck a note that awakened an instant response in the popular heart. In the final year of his life Mr. Aldrich wrote concerning this poem: "The verses were written when I was very young, and later I have wondered at finding here and there among the obvious crudities a line of curious significance and penetration. In places I builded better than I knew. In spite of the popularity of the piece, I have always somewhat doubted its quality, perhaps because the verses were declined by all the leading magazines of the country." About this

time the poet severed his connection with his uncle's counting-house, and became first a proof-reader, then a reader for a publishing-house. He became a frequent contributor to "Putnam's Magazine," the "Knickerbocker," and the weekly papers, and afterward to the New York "Evening Mirror," upon which he served as the junior literary critic. In 1856 he joined as sub-editor the staff of the New York "Home Journal," then under the management of Willis and Morris, with whom he remained three years. In an early letter he writes: "I had no idea of what *work* is till I became 'sub.' I have found that reading proof and writing articles on uninteresting subjects, 'at sight,' is no joke. The cry for more copy rings through my ears in dreams, and hosts of little phantom printer's devils walk over my body all night and prick me with sharp-pointed types. Last evening I fell asleep in my armchair and dreamed that they were about to put me 'to press,' as I used to crush flies between the leaves of my speller, in school-boy days." He now began to foregather with such congenial spirits as Bayard Taylor, the Stoddards, Stedman, William Winter, Edwin Booth, Launt Thompson, and the magazine writers and journalists, Henry Clapp, Jr., Ada Clare, Fitz-Hugh Ludlow, George Arnold, and Fitz-James O'Brien. Among the older writers whom he knew were N. P. Willis, Gen. George P. Morris, Fitz-Greene Halleck, Walt Whitman, George William Curtis, and F. S. Cozzens. He occasionally attended the celebrations of the Bohemians of that day at Pfaff's noted place in the basement of 647 Broadway. When the paper called the "Saturday Press" was started in 1858, Mr. Aldrich became an associate editor of the new periodical, along with Fitz-James O'Brien and William Winter. Two years later the paper ceased to exist. During 1860-61 the poet's time was employed in the writing of verse as the mood impelled. In the fall of 1861, Mr. Aldrich went to the front as a war-correspondent of the "Tribune," and was attached to General Blenker's division of the Army of the Potomac. He had many and varied experiences in the field which afterward bore fruit in his stories and verse. On 1 Jan., 1863, Mr. Aldrich became managing editor of the "Illustrated News," a post which he occupied until the "News" came to an end with the end of the year. Three events occurred in the autumn of 1865 which were of no little moment in the poet's life: Ticknor and Fields issued, in their Blue and Gold series, a volume of his collected poems; he was engaged to edit the new paper, "Every Saturday," which was to be issued 1 Jan., 1866, by Ticknor and Fields; and he was married 28 Nov. to Miss Lilian Woodman, of New York. In November, 1905, Mr. Aldrich wrote to a friend: "Tomorrow Lilian and I shall have been married forty years. Forty happy years with only one great sorrow. How many married pairs in this sad world can say as much?" His deepest joys and most vital interests were in his home; and in the faithful and sympathetic companionship of her whom he had chosen out of all the world were the richest compensations of his life. Mr. Aldrich received his first important recognition from abroad in 1866, when the "Athenæum," for 3 March of that year, compared him with Longfellow, and placed him in "that small band of American poets that is so slowly reinforced." About the middle of September, 1868, occurred the birth of the poet's twin sons, Charles and Talbot, an event which brought great happiness into Mr. Aldrich's life. Among the noteworthy prose-writers of America Mr. Aldrich long since came to occupy a unique and honorable place. His stories, with their exquisite touches of subtle humor and tenderness, are individual and inimitable. In the summer of 1872 Mr. Lowell went abroad for two years, and it was arranged that Mr. Aldrich should lease "Elmwood" during Mr. Lowell's absence. Here the poet found himself in surroundings peculiarly agreeable to one of a sensitive temperament and a mind susceptible to the suggestions and influences of an historic and beautiful environment. In the autumn of 1874 the Aldrich family moved to Ponkapog. For twenty years the poet had labored as an editor. He was now secure in his position as one of the most charming writers of his time in both poetry and prose. In 1875 Mr. and Mrs. Aldrich sailed from New York for their first European tour. They returned to their home in October of the same year, and Mr. Aldrich took up his pen with new zest. Of the anxious and loving care which he bestowed upon his work his own words attest. He writes: "There is only one critic I stand greatly in dread of; he becomes keener and more exacting every month; he is getting to be a dreadful fellow for me, and his name is T. B. Aldrich. There is no let-up to him." A second European tour was begun in January, 1879, but in the next June he was back in his home at Ponkapog. For several years he had written almost exclusively for the "Atlantic Monthly," when in March, 1881, he became its editor, serving until 1890. He says: "I accepted the post only after making a thorough examination of my nerve and backbone. I fancy I shall do very little writing in the magazine at first. I intend to edit it. I am lost in admiration of Howells, who found time to be a novelist." During the years of Mr. Aldrich's editorship of the "Atlantic" the high standards of the magazine were never lowered, but if possible its excellence was enhanced. After Mr. Aldrich's editorial release from the "Atlantic," the summers of several years were spent in travel abroad. In 1897 Mr. Henry L. Pierce, a close friend of the poet for many years, died in Boston, bestowing by his will a considerable legacy to each member of the Aldrich family. On Christmas Day, 1900, the elder of the poet's twin sons was married. In less than a year afterward he was seized with a sudden hemorrhage of the lungs, and on 6 March, 1904, Charles Aldrich died in his thirty-sixth year. Mr. Aldrich never quite recovered from the blow. For three years he bore the sorrow, smiling bravely and even gaily at times, but the world was no longer to him what it had been. On 19 March, 1907, six weeks after he had been subjected to a serious operation, he passed from earth, saying with a smile, "In spite of all, I am going to sleep; put out the lights." His published volumes of poetry are "The Bells" (1855); "The Ballad of Babie Bell and Other Poems" (1856); "The Course of True Love Never Did

J. B. Alaird.

Run Smooth" (1858); "Pampinea and Other Poems" (1861); two collections of "Poems" (1863 and 1865); "Cloth of Gold and Other Poems" (1874); "Flower and Thorn; Later Poems" (1876); an edition de luxe of his "Lyrics and Sonnets" (1880); and "Friar Jerome's Beautiful Book" (1881). His prose works are "Daisy's Necklace" (1856); "Out of His Head, a Romance in Prose" (1862); "Story of a Bad Boy," which is in some degree autobiographical (1870); "Marjorie Daw and Other People," short stories (1873); "Prudence Palfrey," a novel (1874); "The Queen of Sheba," a romance of travel (1877); "The Stillwater Tragedy" (1880); "From Ponkapog to Pesth" (1883); "Mercedes" (1883). His other writings include: "An Old Town by the Sea," "Unguarded Gates," "Two Bites at a Cherry and Other Tales," "Judith and Holofernes," "A Sea Turn and Other Matters," "The Sisters' Tragedy," and several other volumes. He was honored with the degrees A.M. (1883), and L.H.D. (1901) at Yale; and A.M. (1896) at Harvard. He has translated from the French Bédollierre's "Story of a Cat." Complete collections of his prose writings are published in England, France, and Germany, and translations of two of his novels and several of his short stories have appeared in the "Revue des Deux Mondes."

TRUDEAU, Edward Livingston, physician, and founder of the Adirondack Cottage Sanitarium and the Saranac Laboratory for the study of tuberculosis, b. in New York City, 5 Oct., 1848; d. at Saranac Lake, N. Y., 15 Nov., 1915. His great-grandfather, Zenon Trudeau, was a pioneer navigator of the Mississippi and Missouri Rivers, governor of the Illinois country, and a prominent leader of the French settlers who traded between New Orleans and St. Louis. It is related of Gov. Zenon Trudeau that while sailing down the Mississippi in his barge from St. Louis to New Orleans he rescued an Osage Indian chief who had been wounded in a fight with a rival tribe, carried him to his plantation and had him cared for, and when recovered from his injuries, helped him to get back to his wigwam and friends beyond the Missouri. His only reward was the Indian's last words on parting: "Indian never forgets." Gov. Zenon Trudeau's grandson, James Trudeau, was the father of Dr. Edward Livingston Trudeau, the bacteriologist and philanthropist. Little is known of his early life except that he was a practicing physician in New Orleans and the probable inheritor of his grandfather's plantations. He was evidently an adventurous hunter, as it is recorded that in 1840-41 he lived with the Osage Indians and adopted their dress and customs. He had already accompanied Fremont in his expedition to the Rocky Mountains, and on the return of the party, as they passed through the Osage Indian reservation, the fact that a *Trudeau* was of the party, the Indians "who never forget" sent young warriors of the tribe to invite him to their reservation. He remained the guest of the tribe for two years, learned their language, and became familiar with their wild life. Audubon, who was also with Fremont's expedition, spent some time with the tribe, and hunted, painted, and studied ornithology with Trudeau. The squaws of the tribe embroidered his buckskin costume, and Audubon painted his portrait thus arrayed. On returning to New Orleans, Dr. James Trudeau evidently gave more time to hunting and exploration than to his profession. He was married in New Orleans to Cephise, only daughter of Dr. François Eloi Berger, a French physician, whose ancestors also had been physicians for many generations. They had three children, of whom Edward Livingston Trudeau was the youngest. After his birth the father and mother separated, the father taking the daughter with him to New Orleans and the mother and her two sons going to France with Dr. Berger and his family. Cephise (Berger) Trudeau, on reaching Paris, obtained a divorce, and married Capt. F. E. Chuffort, an officer of the French army. They resided in Fontainebleau, where she died in 1900. Meantime, Dr. James Trudeau married as his second wife, Marie Bringier, a member of a well-known New Orleans family, who survived him, and died in Baltimore, Md., in 1909. After her death, her sister, Miss Felicie Bringier, sent to Dr. Trudeau the large oil painting of his father in Indian hunting costume painted by Audubon. Dr. James Trudeau served on General Jackson's staff at the battle of New Orleans; was a representative from Louisiana in the U. S. Congress (1823-29); a U. S. Senator (1829-31), and author of a code of laws for the State of Louisiana. He was also an officer in the Confederate army. After the war he returned to New Orleans and resumed the practice of medicine, which he continued for a few years. Edward Livingston Trudeau lived with his mother and brother in France, after he was three years old, and his school training was entirely in the French language, principally at the Lycée Bonaparte, Paris. They lived with his maternal grandfather, Dr. Berger, in the Rue Matignon, just off the Champs Elysées. Dr. Berger was about this time decorated by the emperor with the Cross of the Legion of Honor. After the close of the Civil War in the United States the entire family returned to New York, where Dr. Berger had many friends, and where he died 1 Feb., 1866. His widow died 27 March, 1870. Young Trudeau took up the study of medicine in New York City, and was graduated M.D. at the College of Physicians and Surgeons in 1871. He began practice at Douglaston, L. I., but later removed to New York City, where he was associated in 1872 with Dr. Fessenden Nott Otis. He was obliged to go to the Adirondack Mountain region in 1872 on account of threatened pulmonary trouble, and there founded in 1884 the Adirondack Cottage Sanitarium for the treatment of incipient pulmonary tuberculosis in workingmen and women, the sanitarium being a semi-charitable institution, giving board and treatment at less than cost to people who could not otherwise afford the opportunity of a restoration to health which the climate and treatment made possible. This was the first institution in America to attempt a cure by the climatic and open-air sanitarium method. The institution extends its benefits only to persons of moderate means whose lives otherwise would be sacrificed. In 1894 he founded the Saranac Laboratory for the study of tuberculosis, being

the first research laboratory for the purpose in America. The laboratory had no endowment and was supported entirely by voluntary contributions of its friends, and Dr. Trudeau had charge of both the sanitarium and laboratory up to the time of his death, when his work was continued by his son, Dr. Francis Berger Trudeau. The record of his achievement at Saranac has been written by his own pen, and is preserved in "An Autobiography by Edward Livingston Trudeau, M.D., Founder of Saranac, and Pioneer in the Open-Air Treatment of Tuberculosis," published in 1916. To give any adequate synopsis of this record of forty years' struggle against tuberculosis and the founding of a great sanitarium which began for the first time the open-air treatment on a scientific plan would be an impossible task in the space we have at hand. The story of this man, himself afflicted with the dread scourge, is a document of intense interest, full of human kindness and devoted to a great cause. The work he accomplished under so adverse conditions is a lesson worthy of the most careful study. Dr. Trudeau was given the honorary degree of Master of Science by Columbia University in 1899, and the honorary degree of LL.D. was conferred on him by McGill University, Montreal, in 1904, and by the University of Pennsylvania in 1913. He was elected a member of the Century Association of New York City and of the Union Club of New York. He served as president of the Association of American Physicians in 1905 and of the National Association for the Study and Prevention of Tuberculosis the same year. He was also made a member of the International Association of Tuberculosis, the American Climatological Association, the Association of Bacteriologists and Pathologists, and of the New York Academy of Medicine. He was made an honorary fellow of Phipps Institute, and in 1910 he was president of the eighth congress. Dr. Trudeau married 29 June, 1871, Charlotte Gordon, daughter of Rev. Henry M. Beare, of Little Neck, L. I. They had one daughter, Charlotte, and three sons, Edward Livingston, Jr., Henry Beare, and Francis Berger Trudeau, the last named of whom has continued his father's great work at Saranac Lake.

STEWART, Alexander Turney, merchant, b. near Belfast, Ireland, 12 Oct., 1802; d. in New York, 10 April, 1876. He was descended from a Scotch emigrant to the north of Ireland and the only son of a farmer, who died when he was one year of age. His mother married again, and with her second husband left for America. Before leaving she gave to young Stewart an Irish "spade" Guinea and predicted that he would continue to accumulate money so long as he retained that coin. He then went to live with his grandfather, and, upon the latter's death, he resided with a Mr. Lamb, with whom he had a most meager existence. Soon after, he went to the home of a cousin, Matthew Morrow, where he completed his elementary schooling. He then resumed his studies in the Ballemackin School, near Belfast, and, after graduation, taught school in a barn at Noch, which was loaned to him, rent free, for the purpose by David Morrow, who was a brother of Matthew Morrow. It was not long before he accumulated sufficient money to pay his passage to America, and, in the summer of 1818, without any definite plans for the future, he came to this country, landing in New London, Conn., and later made his way to New York City, to his mother, Mrs. Bell, who kept a second-hand furniture store in Chatham Square. For a time he was employed as a teacher in a select school kept by a Mr. Chambers, after whom Chambers Street was named, in Roosevelt Street near Pearl, then one of the fashionable localities of the city. Later, when he was about to sail for Ireland, to receive $3,000 which his grandfather had left him, he was advised to invest the money in Irish laces and linens, which he did. Only two stores in New York at this time handled these goods, and both proprietors offered Mr. Stewart exactly what he had paid for them in Ireland, having learned evidently all particulars of his purchase. This was not agreeable to the young merchant, however, and he determined, on the advice of Mr. Chambers, to open a store at 283 Broadway, for which he paid the sum of $250.00 per year. He had a sleeping-room in the rear of his shop, and under these humble conditions was formed the germ of the most extensive and lucrative dry goods business in the world. The following advertisement appeared in the New York "Daily Advertiser," 2 Sept., 1825: "A. T. Stewart offers for sale a general assortment of Fresh Dry Goods at 283 Broadway." In 1826 he removed to a larger store at 262 Broadway, and soon afterward he again removed to 257 Broadway. He displayed a genius for business, met with remarkable success from the first, and, in 1848, had accumulated so much capital that he was enabled to build the large marble store on Broadway between Chambers and Reade Streets, which afterward was devoted to the wholesale branch of his business. In 1862 he erected on the block bounded by Ninth and Tenth Streets, Broadway and Fourth Avenue, the five-story iron building used for his retail business. This was said to be the largest retail store in the world at that time. Its cost was nearly $2,750,000. About 2,000 persons were employed in the building, the current expenses of the establishment were more than $1,000,000 a year, and the aggregate of sales in the two stores for the three years preceding his death amounted to about $203,000,000. A writer in the New York "Tribune" at the time stated that "the two stores at lower and upper Broadway, which Mr. Stewart built, are the proudest monuments of commercial enterprise in the country." Besides these two vast establishments, Mr. Stewart had branch houses in different parts of the world, and was the owner of numerous mills and manufactories. During the war his annual income averaged nearly $2,000,000, and, in 1869, he estimated it at above $1,000,000. In 1867 Mr. Stewart was chairman of the honorary commission sent by the United States government to the Paris Exposition. In March, 1869, President Grant appointed him Secretary of the Treasury; but his confirmation was prevented by an old law which excludes from that office all who are interested in the importation of merchandise. The President sent to the Senate a message recommending that the law be repealed in order that

the first research laboratory for the purpose in America. The laboratory had no endowment and was supported entirely by voluntary contributions of its friends, and Dr. Trudeau had charge of both the sanitarium and laboratory up to the time of his death, when his work was continued by his son, Dr. Francis Berger Trudeau. The record of his achievement at Saranac has been written by his own pen, and is preserved in "An Autobiography by Edward Livingston Trudeau, M.D., Founder of Saranac, and Pioneer in the Open-Air Treatment of Tuberculosis," published in 1916. To give any adequate synopsis of this record of forty years' struggle against tuberculosis and the founding of a great sanitarium which began for the first time the open-air treatment on a scientific plan would be an impossible task in the space we have at hand. The story of this man, himself afflicted with the dread scourge is a document of intense interest, full of human kindness and devoted to a great

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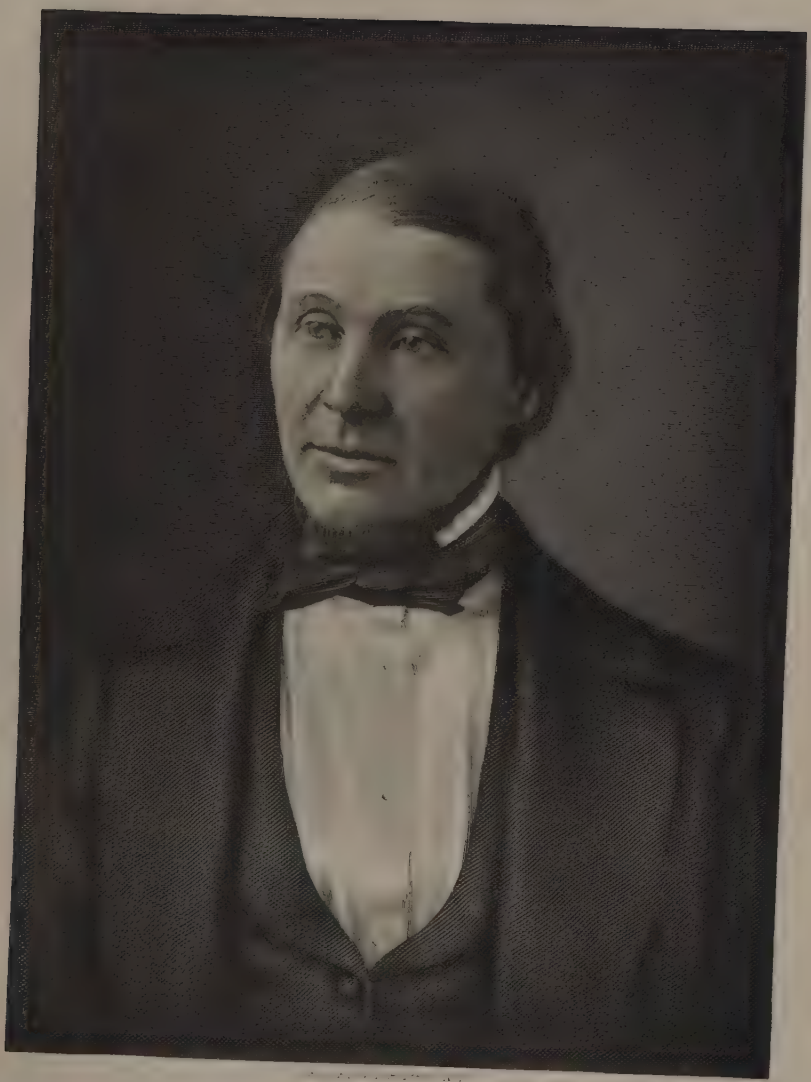

Rev. J. Stewart

Mr. Stewart might become eligible to the office, and Mr. Stewart offered to transfer his enormous business to trustees and to devote the entire profits accruing during his term of office to charitable purposes; but the law was not repealed, as it was believed that Mr. Stewart's proposed plan would not effectually remove his disabilities. His acts of charity were numerous. During the famine in Ireland in 1846 he sent a shipload of provisions to that country, and gave a free passage to as many emigrants as the vessel could carry on its return voyage to this country, stipulating only that they should be of good, moral character and able to read and write. After the Franco-German War he sent to France a vessel laden with flour, and, in 1871, he gave $50,000 for the relief of the sufferers by the Chicago fire. He had an aversion toward photographs of himself, although he had one taken in Europe several years before his death. This fact he concealed throughout his lifetime, and it did not become known until after his death, when it passed into the possession of John McKee. This is the only photograph ever taken of Mr. Stewart. When Prince Bismarck sent him his photograph requesting that of Mr. Stewart in return, he forwarded instead a draft for 50,000 francs for the benefit of the sufferers by the floods in Silesia, as he would not permit his portraits of any description to be made. He was also one of the largest contributors to the sum of $100,000 presented by the merchants of New York to Gen. Ulysses S. Grant as an acknowledgment of his great services during the Civil War. At the time of his death, Mr. Stewart was completing, at the cost of $1,000,000, the iron structure on Fourth Avenue between Thirty-second and Thirty-third Streets, New York, intended as a home for working girls. He was also building at Hempstead Plains, L. I., the town of Garden City, the object of which was to afford to his employees and others airy and comfortable houses at a moderate cost. Mr. Stewart's wealth was estimated at about $40,000,000. His real estate was assessed at $5,450,000, which did not include property valued at more than $500,000 on which the taxes were paid by the tenants. He had no blood relatives, and by his will the bulk of his estate was given to his wife. He bequeathed $1,000,000 to an executor of the will appointed to close his partnership business and affairs. Many bequests were made to his employees and to other persons. He left a letter, dated 29 March, 1873, addressed to Mrs. Stewart, expressing his intention to make provision for various public charities, by which he would have been held in everlasting remembrance, and desired her to carry out his plans in case he should fail to complete them. Unfortunately, his noble schemes of benevolence were "turned awry, and lost the name of action," and a large portion of his wealth passed to a person not of his name or lineage, verifying the words, "He heapeth up riches and cannot tell who shall gather them." However, it is highly gratifying that a large portion of Mr. Stewart's fortune is being utilized in an honorable and beneficial cause, as is amply evidenced in the career of John McKee, who was associated with Mr. Stewart for many years. After Mr. Stewart's death his mercantile interests were transferred by his widow to other persons who continued the business under the firm name of A. T. Stewart and Company, which was soon changed to E. J. Denning and Company, then to Hilton, Hughes and Company. It was then continued in one form or another until 29 Sept., 1896, when the building and the stocks of merchandise became the property of John Wanamaker. The business immediately swung back to its old Polar Star and began its new career. Mr. Stewart once said: "My business has been a matter of principle from the start. That is all there is about it." To restore the abandoned work of New York's greatest merchant and light up the empty house that cost nearly $3,000,000, and bring to life again what was said to be a dying neighborhood, was undertaken by John Wanamaker, of Philadelphia, Pa., and he succeeded. Mr. Stewart's residence, on the corner of Fifth Avenue and Thirty-fourth Street, a marble mansion, was perhaps the finest private house in America. His art gallery, which was the largest and most valuable private collection, excepting that in the Vatican, was sold at auction in New York in 1887. Two of the most important paintings were presented to the Metropolitan Museum of Art. He was tall and graceful, with sandy hair and fair complexion, and light blue eyes. He possessed refined tastes, a love of literature and art, and was fond of entertaining, which he did in a delightful manner. At his weekly dinners might be met men of distinction in all the various walks of life—from the Emperor of Brazil and a Rothschild, to the penniless poet and painter. He was chairman of the committee that met the Prince of Wales (later Edward VII), on his visit to the United States. What was said of Stewart in the dedication of a volume published in 1874 was but the simple truth—that he was "the first of American merchants and philanthropists." Mr. Stewart left his widow, Cornelia Clinch Stewart, the wealthiest woman in the world. She erected at Garden City, L. I., the Cathedral of the Incarnation, as a memorial of her husband, and as his mausoleum, where she now rests by his side. It was formally transferred by Mrs. Stewart, together with various buildings connected with an endowment of about $15,000 per annum, to the diocese of Long Island, N. Y., 2 June, 1885. She died in New York City, 25 Oct., 1886. The Stewart store, under Wanamaker's management since 1896, has been augmented by an extensive "annex" building.

WEYERHAEUSER, Frederick, lumber merchant and financier, b. in Niedersaulheim, Germany, 21 Nov., 1834; d. in Pasadena, Cal., 4 April, 1914, son of John Weyerhaeuser. Like his father, his ancestors, who had migrated from Western Germany some four hundred years back, were all farmers and vineyardists. The little family estate consisted of a fifteen-acre farm and a vineyard of three acres, which the father found ample to support his family of eleven children. Niedersaulheim is a town of the Rhine Valley, situated near the city of Mainz, in the midst of a beautiful, rolling, agricultural region. In ages past it had been one of the walled towns which the Romans established all over ancient Germania. At the age of six Frederick

Weyerhaeuser was sent to the Protestant school of the town, where he received a primary education and where were inculcated in him those religious precepts which constituted during all his life one of the foundation stones of his character. Every Wednesday and Saturday afternoon was devoted to a study of the Bible and the church catechism. Two years later, at the age of eight, he began to assist in the work of the farm, helping about with such tasks as his strength permitted. When he was twelve years old, the death of his father compelled him to relinquish most of his school studies and devote himself to the management of the farm, sharing in the responsibility of maintaining the family. The year 1848 was a memorable one in Germany, on account of the heavy emigration of the best of Germany's manhood brought about by the revolutionary disturbances throughout the country. Most of these exiles, and the best of them, came to America, and among them were some members of the Weyerhaeuser family, who found their way to Western Pennsylvania and settled there in the following year. The enthusiastic letters which came back from these pioneers roused a desire for betterment in those who had remained at home. One of Mr. Weyerhaeuser's elder sisters and an aunt made the pilgrimage across the waters and joined the settlers in Pennsylvania. In 1852 another group of the family followed, and among these was Frederick Weyerhaeuser, then a sturdy youth of eighteen. Landing in New York, in July of that year, the party continued into Pennsylvania, and settled at North East, about fifteen miles from Erie. Here one of the earlier immigrants had established a brewing business, and he at once took young Frederick into his employ. The boy worked for two years, earning $4.00 a month during the first year and $9.00 during the second, but he was never entirely satisfied with the nature of his work. At the end of the two years he abandoned the brewing business, because, as he expressed it, he felt that a brewer "often becomes his own best customer." For the next year he was employed on a farm, where he received $13.00 a month. Meanwhile the farm in the old country had been sold, and the proceeds were divided among the children, Mr. Weyerhaeuser, now grown to manhood, receiving his portion. This enabled him to escape from the drudgery of the farm work, and to look about him for some better opportunity. In 1856 he migrated further west, to Rock Island, Ill., and there, for a while, found employment with the construction company which was building the Rock Island and Peoria Railroad, now the Chicago, Rock Island, and Pacific. During this brief period he did not cease to look about him for his real opportunity, nor was it long before he found it; at any rate, it was his first step into that business which was to prove his real life work. He was offered the position of night fireman at a sawmill, operated by Mead, Smith and Marsh, at Rock Island. Here, then, was the first rung to the ladder that was afterward to lead him to wealth, influence, and power, and he lost no time in mounting it. When, two days afterward, the night shift was laid off, the new fireman was retained. Those two days had been long enough to convince his employer that he was not an ordinary hand. Nor did he remain fireman long; presently he was put to work as tallyman, loading lumber and keeping count of the daily output from one rotary saw and the mulay saw. One day at noon some farmers came to the mill to buy some lumber. The salesman was away to lunch. The young tallyman, not without some misgivings, pushed aside his lunch basket and prepared to fulfill the duties of the salesman. Exercising his own judgment, he sold the lumber, and when the salesman returned he turned over to him $60.00 and a tally of the lumber he had sold. Mr. Marsh, who was present, ran his eye over the details of the sale and decided that the young German could fill a position of more responsibility than that of a simple tallyman, so he gave him charge of the local yard and the sales, naturally with a corresponding advance in salary. Toward the end of the following year Mead, Smith and Marsh decided to open another branch of the business in Coal Valley, Ill., to which point the railroad had been extended, and which was advantageously located in a rich farming region. By this time Mr. Weyerhaeuser had proved his qualities, and the owners did not hesitate to send him as manager of the new lumber yard. The business under his charge prospered. But this was unfortunately not true of the other branches of the firm, for presently it was in financial difficulties. By this time Mr. Weyerhaeuser had saved up a small sum from his salary and he was able to purchase the assets of the embarrassed firm, making an initial payment of $500.00. Thus he embarked in the lumber business under his own name. Later he also acquired the mill at Rock Island, buying a raft of logs at Davenport, and laying down the lumber in Coal Valley at a cost of about $8.00 per thousand feet. When he came to figure out his profits for the first year, he found that they amounted to $3,000. The following year they amounted to $5,000. Mr. Weyerhaeuser now formed a partnership with F. C. A. Denkmann, then conducting a grocery store at Rock Island, and thus was formed the firm of Weyerhaeuser and Denkmann, later to play a leading part in the lumber industry of the country. In two years the struggling partners had cleared away all debts, and then began to increase the capacity of their mills, which in a few years rose from an annual output of 3,000,000 feet to 10,000,000 feet. By mutual arrangement, adapting themselves to their individual inclinations, it came about that Mr. Denkmann, who was a fine mechanic, looked after the management of the mills, while Mr. Weyerhaeuser gave his attention to the business—the purchase of logs and the selling of the finished lumber. Thus it was

that he acquired an expert knowledge of estimating standing timber, and in other ways became an experienced lumberman. The increase in the demand for lumber was now rapidly developing the lumber industry along the Mississippi, and some of the mill owners began to consider the advisability of purchasing timber lands among the white pine forests in the North. Among these was Mr. Weyerhaeuser, who held that a successful business must be backed by a sure and extensive source of supply. Therefore, in 1868, the firm began to invest in pine timber lands on the Chippewa River. Other lumbermen had been doing likewise and great quantities of logs were being floated down the river. This brought about some difficulties. The logs of the various owners had to be floated down the river, mixed together, and then sorted at the booms. This sorting of the logs belonging to over a hundred owners was bound to cause confusion in which not a little injustice to individuals was necessarily involved. Finally a conference of the various mill operators along the Mississippi was held with the object of adjusting these difficulties. Among them was Frederick Weyerhaeuser, who suggested that a logging company be organized, on a co-operative basis, which should protect their mutual interests, especially on the Chippewa River. The result was the organization of the Mississippi River Logging Company a few days after the conference. This company, of which the individual mill operators were the stockholders, was to carry on the purchase and sale of pine lands, the driving of logs on the Chippewa River, the purchase of logs and the sorting and brailing of logs at Beef Slough, Wis., and at West Newton, Minn. The logs cut from the lands of the company were distributed among the stockholders, in proportion to their holdings. The first operations of the company, under salaried management, were not entirely satisfactory. Consequently, a reorganization took place, and Mr. Weyerhaeuser, who had been the leading spirit in the movement, was elected president in 1872. In 1881 the company gained control of the Chippewa Lumber and Boom Company, at Chippewa Falls, and soon after was organized the Chippewa Logging Company, more popularly known as "the pool." The purpose of this new company was to buy sawn logs for its stockholders, to buy timber lands and timber and to carry on a general logging business. During the twenty years of its existence it handled over ten billion feet of saw logs. One of the difficulties was the apportionment of the logs, which naturally differed much in quality, among the various stockholders on an equitable basis. This delicate work of appraisal was intrusted to a committee of three, of which Mr. Weyerhaeuser was a member, as well as the chairman and executive. That the stockholders remained satisfied with his appraisals is a very significant indication of the confidence they had in his integrity. Having made secure, not only his own source of supply, but also those of the other mill operators, Mr. Weyerhaeuser was now able to develop the business of the firm according to his own ideas. Other mills were added to the equipment. With a quick judgment and a keen eye he grasped an opportunity whenever he saw it, investing in a new enterprise here or helping to develop an old one elsewhere. It was characteristic of him that he always desired to share his opportunities with others; he was ever a promoter of the co-operative spirit among his associates. The result was that they came to acquire almost a blind confidence in his business judgment and in his honesty, and whenever he saw an enterprise that promised good results, he was always able to swing the financial support of a large following to its assistance. Nor, as results have proven, was their confidence misplaced. These various co-operative enterprises, some of them large, others of almost nation-wide scope, some of them casual, others permanent, but all under the one leadership, came to be called the "Weyerhaeuser syndicate." Yet in most of these joint enterprises Mr. Weyerhaeuser was not even a controlling shareholder; often his interests were less than 20 per cent. The first great extension of these enterprises was in Wisconsin and Minnesota. In the former, at Chippewa Falls, Hayward, Lake Nebagamon, and other points, great manufacturing plants were established. In Minnesota Cloquet, Little Falls, and Minneapolis were the centers of activity. The latest of these great enterprises with which Mr. Weyerhaeuser was associated was the Virginia and Rainy Lake Company, at Virginia, Minn. He was also interested in the South, where he and his associates secured large tracts of yellow pine lands in Louisiana, Arkansas, and Mississippi. Especially worthy of mention are the operations of the Weyerhaeuser Timber Company, the largest of the corporations in which Mr. Weyerhaeuser was interested. This was organized in 1900 to purchase the extensive timber lands of the Northern Pacific Railroad Company, acquired by grant from the government. The Weyerhaeuser Timber Company has since sold several hundred thousand acres of this standing timber at going prices, the whole originally amounting to 900,000 acres of timber. At the same time, however, it has continued making heavy purchases of still more inaccessible tracts. Now its holdings in Washington are estimated at 1,500,000 acres and in Oregon at 450,000 acres. In Idaho there are five companies in which Mr. Weyerhaeuser was interested, having total assets of fully $25,000,000. It will be noted that Mr. Weyerhaeuser's operations were largely connected with the supply of the uncut logs, yet the lumber manufacturing enterprises with which he was connected produce many hundreds of millions of feet of lumber annually. He also became interested in many banks, among them the Merchants' National Bank of St. Paul; the Continental and Commercial National Bank of Chicago; the Third National Bank of St. Louis; the First National Bank of Duluth. He was also a director of the Great Northern and Chicago and Great Western Railroad Companies. With this extension of his personal interests, Mr. Weyerhaeuser soon found that maintaining his headquarters at Rock Island was no longer convenient, therefore, in 1891, he removed to and became a permanent resident of St. Paul, though also maintaining a winter home in Pasadena, Cal. In all his large and far-reaching activities the outstanding characteristics of this prominent figure

in the development of our great West were his distaste of anything savoring of monopoly and the pervading spirit of co-operation that dominated all his undertakings. Mr. Weyerhaeuser was a believer in the precepts of the old-fashioned religion, and among these may be found, when not distorted, the teaching of the fellowship of all men. From first to last he followed this precept, for never did he behold an opportunity for the acquisition of wealth but he was ready, even anxious, that others should share it with him. And in this regard it is only just to insist that he was in sharp contrast to many who have shared in the great prosperity which the development of the West bestowed on its early pioneers. On 11 Oct., 1857, during the period of his early struggles, Mr. Weyerhaeuser married Sarah Elizabeth Bloedel, who was a native of his own town, but who had come to the United States with her parents as a child. In Rock Island, where Mr. Weyerhaeuser first made her acquaintance, she was living with her sister, the wife of F. C. A. Denkmann, who later became his associate in the firm which was to play so large a part in the life of Mr. Weyerhaeuser. It was not merely a community of business interests, therefore, which bound the two partners together. Mrs. Weyerhaeuser died about two years before her husband, and this had not a little to do with hastening his own end. Seven children survived them: John P. Weyerhaeuser, now manager of the Nebagamon Lumber Company at Nebagamon, Wis.; Elsie, wife of Dr. William Bancroft Hill, one of the faculty of Vassar College; Margaret, wife of J. R. Jewett, professor of Semitic languages at the University of Chicago; Apollonia, wife of S. S. Davis, a successful business man of Rock Island; Charles A., president of the Potlatch Lumber Company, in Washington; Rudolph M., in charge of the great interests at Cloquet, Minn.; and Frederick E., formerly assistant to his father and now manager of the family interests in St. Paul.

McKEE, John, Prohibition leader, b. in Poagsburn House, County Down, Ireland, 16 Sept., 1851, son of Robert and Bessie (Little) McKee. His father (1811-96) was a prominent citizen of his native community; a ruling elder in the Boardmills First Presbyterian Church; a school trustee, and a custodian of the parish poor fund for more than forty years. His great-uncle, Rev. David McKee, of Ballynaskeagh, pastor of the Presbyterian Church of Anaghlone, was a man of wide sympathies and an ardent temperance advocate. In his community there was a family of Brontes, which consisted of six brothers, one of whom became an Episcopal clergyman and was the father of Charlotte Bronte, the famous novelist. The other five were the most prosperous farmers in that district, until one of them started a public house, and ten years after the Bronte farms were the most dilapidated in the neighborhood. Reverend Mr. McKee saw with sorrow and alarm the changes that were taking place in the community, and traced the cause to the degrading and demoralizing influence of Bronte's public house. In 1829 he preached a sermon, taking for his text "The Rechabites," in which he denounced with no uncertain sound the sins of intemperance and the vice of the drinking habits of his time. This was the first temperance sermon preached in Ireland, and before twelve o'clock the next day, four of his five ruling elders called on him to see if he had gone crazy. To the fourth one he said: "That sermon hit the mark; I will have it printed," which he did. A copy came into the hands of his nephew, Rev. John Edgar, D.D., of Belfast, who read it through, went to his closet, took out a demijohn of whisky and poured it into the street and proclaimed to the astonished onlookers: "Whisky, I'm done with you!" Dr. Edgar then started a pledge-signing campaign, and the sixth name on it was Robert McKee, father of John McKee. Dr. Edgar became a great apostle of temperance, lecturing in Ireland, England, Scotland, and the United States, where he made thousands of converts to the temperance cause. John McKee was educated in the Garricknaveagh National School, the Santfield Academy, the Belfast Academical Institute, and Queen's College, Belfast. His attention was early directed to the terrible ravages of drink, and the blessings and safety of total abstinence by the earnest and untiring appeals of his pastor, Rev. George H. Shanks. As a boy he joined the Band of Hope, and later became a Good Templar, of which organization he is still a member. In 1872, at the age of twenty-one years, he emigrated to America, and landed in New York City. In a few days he obtained employment as box-maker in John Todd's Baxter Street box factory, an occupation in which he showed industry and faithfulness. Here he remained several months, when a strike occurred in the factory, and he was thrown out of employment. He then hired out as a farm hand in Rockland County, N. Y., where he met Mr. Major, a department head in the dry goods house of A. T. Stewart and Company. Mr. Major spent the week-ends on the farm, and, becoming interested in Mr. McKee, procured for him a position as parcel wrapper. It was not long before he was advanced to a position as salesman in the white goods department. His strict attention to details won for him respect as a progressive and straightforward man, and one of sound mercantile sense. After a little while, owing to his temperance principles, he was sent to serve as a protector in the house of the Misses Sarah and Rebecca Morrow, after two other men had been tried out for a time and found unsatisfactory, because of their undesirable habits—drinking and smoking. The Misses Morrow were the only relatives whom A. T. Stewart recognized during his life or remembered in his will. Being an alert young man, the desire to leave New York to make his fortune in the great undeveloped West soon manifested itself in him, and he laid his future plans. The Misses Morrow, however, urged him to remain in New York. One year later, in 1880, Miss Rebecca Morrow died. It was then that the remaining sister, Miss Sarah Morrow, informed Mr. McKee that he had been good and kind to her dear departed sister, and if he would remain with her until her departure, which would not be long, he would never have to seek employment from anyone. She died in 1885, leaving him an estate valued at more than $500,000. He then engaged actively in the real estate business in New York City and Long Island, in which he has operated with

John Hoffman

John McKee

unusual success. Recognizing that no greater demoralizer of civic virtue exists than the legalized grogshop, and that no greater deception colors our political economy than the notion that taxation may be reduced by wringing a revenue from prosperous iniquity, he has long been unqualifiedly in sympathy with the aims and purposes of the Prohibition party. He has availed himself of every opportunity to prohibit the iniquitous drink traffic and in 1904 was the candidate for governor of New York on the Prohibition ticket. He has served his party in various positions, and as treasurer of the county committee, his management of the party finances has been marked with rare ability and great success. Mr. McKee is a man of sound judgment, moral rectitude, and faithful in the performance of duty. He is a courteous, affable gentleman of the old school, and is famous for his hospitality. His great success in business as well as political circles is attributed in a large measure to his abstinence from drinking and smoking. Mr. McKee has been practically a life-long Good Templar, uniting at first with No Compromise Lodge, Broadmills, County Down, Ireland, on 26 April, 1872. He was a member of the promotion committee of the World's Temperance Centennial Congress, and gave more money to that enterprise than any other person. He is now treasurer of the Prohibition Trust Fund Association and the New York Practical Aid Society; director of the National Temperance Society; chairman of the Prohibition party, in Kings County, N. Y.; president of the Gaelic Society; vice-president of the Williamsburg Hospital, and a member of the United Irish League of America. His home in Brooklyn, N. Y., is a veritable museum of antiques and bronzes, most of which were secured by the late A. T. Stewart for the Misses Morrow. Mr. McKee is also the proud possessor of a pair of vases which were presented to Mr. Stewart by the Emperor of China, about 1869, in recognition of his hospitality to two young princes of the Imperial Chinese family, who had visited the United States a year or two before and had regarded Mr. Stewart as one of the greatest men in this country.

HUBBARD, Elbert, journalist, author, lecturer, b. in Bloomington, Ill., 19 June, 1856; d. on the steamship "Lusitania" off the coast of Ireland, 7 May, 1915, son of Dr. Silas and Frances (Read) Hubbard. His father was a physician with a small country practice, which never yielded an income of over $500.00 a year, yet this, supplemented by the produce from the home farm, in whose work the boy did his full share as he grew older, was ample to maintain the family in decent comfort. It was in this rural, semi-pioneer environment that Elbert Hubbard spent his boyhood, participating in the vigorous outdoor sports with his playmates, while, at the same time, attending the little country school, which was typical of the time and the place. At the age of fifteen he had acquired all the knowledge that this elementary institution could give him, and he took up the problem of beginning his career. "I had a firm hold on the three R's," says Mr. Hubbard, in a short autobiographical sketch which he published later in life, "and beyond this, my education in 'manual training' had been good. I knew all the forest trees, all wild animals thereabout, every kind of fish, frog, fowl, or bird that swam, ran, or flew. I knew every kind of grain or vegetable and its comparative value. I knew the different breeds of cattle, horses, sheep, and swine. I could teach wild cows to stand while being milked, break horses to saddle or harness; could sow, plow, and reap; knew the mysteries of apple butter, pumpkin pie, pickled beef, smoked side-meat, and could make lye at a leach and formulate soft soap. That is to say, I was a bright, strong, active country boy who had been brought up to help his father and mother get a living for a large family." Having left school, he sought employment on a farm, where he was obliged to do a man's work for a boy's pay. He decided to leave the home town and go out into the world. Like many of the young men of the period, he went westward and for a while was a cowboy on a cattle ranch, where his country training stood him in good stead. Again he came eastward, to Chicago. Then followed a period of miscellaneous employments: first he worked in a printing-office, long enough to acquire a fair amount of proficiency in typesetting, and after that he peddled soap from house to house, carried lumber on the docks, tried reporting for a newspaper, sold goods, worked in a soap factory, became manager of the soap factory, and later a partner. He made his home at East Aurora, a little village eighteen miles south of Buffalo, N. Y., commuting to the city for about twelve years. He sold his interest in the soap enterprise for $75,000 in 1902, and took a special course at Harvard University. Having concluded his studies at Harvard, he went on a trip abroad, tramping through most of the countries of Europe. On his return he made his first attempt at authorship by writing two books, which never found a publisher. Once more he made a trip abroad and met William Morris, the famous apostle of the handicrafts movement, whose influence was so strong that it became one of the chief factors in molding his subsequent career. His two trips abroad had been largely for the purpose of visiting the homes of some of the great men who have made history. These visits resulted in his "Little Journeys," a series of biographical sketches. On his return from this second trip abroad, he started the Roycroft Shops at East Aurora, the community which has since become famous in connection with his name and activities. Here, as he expresses it in his characteristic style, he "started Chautauqua circles, studied Greek and Latin with a local clergyman, raised trotting horses, and wrote 'Little Journeys to the Homes of Good Men and Great.' So that is how I got my education, such as it is. I am a graduate of the University of Hard Knocks and I have taken several postgraduate courses.

I have worked at five different trades enough to be familiar with the tools. In 1899 Tufts College bestowed on me the degree of M.A., but since I did not earn that degree, it really does not count." It was in December, 1894, that Mr. Hubbard himself had "Little Journeys" printed by the local printer at East Aurora in pamphlet form, after a discouraging search for a publisher. But before placing the publication on the market, he decided to lay the matter again before the publishing firm of G. P. Putnam's Sons, although they had rejected it in manuscript form. George H. Putnam was finally induced to issue the periodical as a venture for one year. Within six months this novel little publication had a subscription list of over a thousand names. This success lead to the publication of another magazine of a similar nature, covering, however, a broader field of subjects. This was "The Philistine," the most famous of Mr. Hubbard's publications. "We called it the 'Philistine,'" he says, "because we were going after the 'Chosen People' in literature. It was Leslie Stephen who said, 'The term Philistine is a word used by prigs to designate people they do not like.' When you call a man a bad name, you are that thing—not he. The Smug and Snugly Ensconced Denizens of Union Square called me a Philistine, and I said, 'Yes, I am one, if a Philistine is something different from you.'" The success of the "Philistine" was sufficiently encouraging to decide Mr. Hubbard to continue its publication for at least a year. Meanwhile the printer who had been doing his work was not finding East Aurora a profitable locality in his line of business and he decided to leave. He offered his whole plant for sale for a thousand dollars, and Mr. Hubbard immediately accepted the offer. To keep the plant busy he now printed his first book—his first book as a book publisher—in William Morris style. This venture also prospered, and then he built a house for his printing-plant, to take the place of the old store in which it had previously been housed. By this time he was able to employ four girls and three boys, all natives of the community, the sons and daughters of neighboring farmers, whom he taught the rudiments of the trade of printing. From the beginning the atmosphere of this shop was quite different from that pervading other commercial undertakings of this sort. Mr. Hubbard placed several shelves of books in the shop, then brought in a piano. The girls brought flowers and birds and the boys put up curtains at the windows. What was a shop during working-hours became a clubroom during the intervals of leisure. Meanwhile, the little book publishing business prospered, keeping well ahead of the expenses, and the subscription list of "The Philistine" swelled even more rapidly. The employees were now encouraged to invest their savings in the enterprise on a co-operative basis. Thus was founded the "Roycroft Press," of East Aurora, whose peculiar fame has spread all over the country wherever the name of Elbert Hubbard became known. The establishment of a bookbindery marked the next degree of expansion. This entailed the building of a wing to the small house. When this had been accomplished, and as the carpenters were about to depart, Mr. Hubbard had them make the furniture of the house, on William Morris lines. Visitors who came to inspect this peculiar establishment were charmed by the furniture and sought to buy it. It was sold; more was made and the carpenters were kept constantly busy. In this way began those "handicrafts enterprises," with which East Aurora has also become associated. Becoming keenly interested in the establishment and feeling that they were really co-partners in the enterprise, the boys devoted their leisure hours to building a large fireplace and chimney at one end of the shop, to give it a home atmosphere, using for their material the loose stones with which the fields abounded. The work came out so well that they began hauling stones and they built three stone buildings to house the rapidly expanding plant. In April, 1908, "The Fra," another monthly publication was started. "Three hundred and ten people are on the pay-roll at the present writing," said Mr. Hubbard, in 1909. "The principal work is printing, illuminating, and binding books. We also work at ornamental blacksmithing, weaving, cabinet work, painting pictures, clay-modeling, and terra cotta. We issue three monthly publications, 'The Philistine,' 'Little Journeys,' and 'The Fra.' The 'Philistine' has a circulation of a little over a hundred thousand copies a month; we print seventy thousand copies of 'Little Journeys,' and fifty thousand of 'The Fra,' each issue. Quite as important as the printing and binding is the illuminating of initials and title pages. This is a revival of a lost art, gone with so much of the artistic work done by the monks of the olden time. Yet there is a demand for such work and so far as I know we are the first concern in America to take up the hand illumination of books as a business. Of course, we have had to train our workers, and from very crude attempts we have attained to a point where the British Museum and the 'Bibliotheke' at The Hague have deigned to order and pay good golden guineas for specimens of our handicraft." The "Roycrofters," the legal name of the enterprise, is a corporation, but the shares are owned exclusively by the workers, it being agreed that any worker who leaves the shops must sell his shares back to the corporation. With a very few exceptions, all those employed in the shops came as unskilled workers and were trained there. Among them are boys who were expelled from school, blind people, deaf people, old people, men who have been in prison and even mental defectives; all have here been set to useful work. The majority, however, are, as were the first few who helped found the community, the sons and daughters of local farmers who would otherwise have found their ways to the big cities. It was Mr. Hubbard's boast that in this small community, at least, he had reversed the general tendency of the rural population to gravitate toward the congested centers. Mr. Hubbard began his successful career as a lecturer under the auspices of Major Pond, in 1898. He first appeared at the Waldorf-Astoria in New York City. So crowded was the lecture-room that people were turned away. Then followed a tour of the principal cities. After that Mr. Hubbard made a similar lecture tour every

year. In 1908 he spoke at Tremont Temple, in Boston, to 2,200 people and at Carnegie Hall, in New York City, and at Central Music Hall, in Chicago, he spoke to as large audiences as the houses would hold. At the conclusion of the tour he had made a profit of $10,000. But Mr. Hubbard's fame rests mainly on his writings, and especially on what he has written for the three publications issued from East Aurora. These were mainly clever, witty, often brilliant comments on current events, mingled with a kindly philosophy expressed in well-turned epigrams. His satire was never subtle, often it verged on the abusive. It was the uniqueness, the peculiar directness of his style which gained his writings such popularity. This uniqueness he carried out even in his personal appearance; he wore semi-Western clothes, flowing hair and ties, and broad-brimmed hats, but this was by no means an expression of an effeminate temperament. "The Fra," as Mr. Hubbard liked" to be called by his friends, frankly believed in advertising and contended that he had every right to express his uniqueness in dress as well as in his writings and in his lectures. Thus his figure became almost as familiar to the public as was the unique appearance of his publications. Aside from his journalistic writings, Mr. Hubbard has published: "A Message to Garcia" (1898); "Time and Chance" (a sketch of John Brown's career, 1901); "Man of Sorrows" (1905); and "Thomas Jefferson" (in collaboration with J. J. Lentz, 1906). In 1880 Mr. Hubbard married Bertha Crawford, but in 1903 she secured a divorce from him. On 16 Jan., 1904, he married Alice L. Moore, a school teacher, of Concord, Mass., who died with him on the "Lusitania." Since his death, the Roycrofters have continued all the enterprises except the publication of "The Philistine." This was discontinued in July, 1915. The business is now under the management of his oldest son, Elbert II, whose chief ambition is to perpetuate the institution as Elbert Hubbard's finest monument.

IVES, Frederic E., inventor of the "halftone" and color photography, b. at Litchfield, Conn., 17 Feb., 1856, son of Hubert Leverit and Ellen Amelia (Beach) Ives. William Ives, the first of the name in America, emigrated from London, England, to Boston, in 1635, and three years later removed to New Haven, Conn. Mr. Ives received his education in the public schools of Litchfield, Norfolk, and Newtown, Conn. When only thirteen years of age he had completed his studies, and, engaged himself as an apprentice to a printer. In this business he continued three years, acquiring a knowledge of the methods and needs of printing, especially the printing of pictures, which was to be of great value to him later. In 1871 he decided to enter the field of photography, and turned his entire attention to the study of its possibilities and requirements. Experimenting always along new lines he had soon achieved many valuable results. In 1875 his several inventions won for him such recognition that he was given entire charge of the photographic laboratory of Cornell University, in which capacity he remained three years. In 1878 he completed his first great invention, the halftone process by which photographs or pictures of natural objects are reproduced directly on a zinc or copper block to be directly used on a printing-press. This invention of Mr. Ives was the forerunner of all the more elaborate processes now in use and prepared the way for the accurate, delicate, and beautiful reproductions of photographs and paintings now so common in our periodicals. The Crosscup and West Engraving Company of Philadelphia, with which Mr. Ives was connected during the years 1879-90, immediately recognized the value of this invention, and, in 1881, entered into an arrangement for the manufacture of halftone plates. The process of making these halftone plates began by exposing a gelatine film, previously sensitized with bichromate of potash, under an ordinary photographic negative, and soaking the film in water until it expanded into a relief design, rising where the negative was more opaque and remaining less swollen where the negative was less opaque. From the film so treated a plaster cast was made, which was then inked and an elastic stamp, lined with dots, pressed against it, the dots disappearing where the pressure was heaviest, or where the cast was most elevated. The zinc plate was next treated by having the picture impressed upon it by means of an ink stipple, and the impression then etched into relief, acid baths being applied, which ate away the surface of the metal between the inked dots, so as to leave a permanent printing-surface. In the more modern process an expert engraver is employed to refine lines, lights, shadows, etc. Lithographic stones, as well as zinc and copper blocks, may be treated in the same way, omitting the acid baths. In 1886 Mr. Ives obviated the use of the elastic stamp by inventing the ruled or pin-hole glass screen, which, by being placed between the negative and the sensitized film, gives the same effect as the stamp had done. This screen is used in practically every photo-engraving shop in the world. In 1888 Mr. Ives gave another new process to the world, the photo-chromoscope system of color photography. The process consists in using three screens so constructed that each one permits only one primary color to pass through it to one of three negatives, exposed simultaneously, and when developed each representing one of the three complementary colors of the scene or picture photographed. The picture printed from the negatives is shown by the photo-chromoscope, or kromscop. The three negatives are so arranged in it as to register perfectly with each other, and the color elements are so combined as to present the picture in its original perspective, shape and colors. In 1903 Mr. Ives perfected the "parallax stereogram," a wonderful device by which the images on a photograph stand out in the natural perspective of life, giving a startling impression of being alive and breathing. This illusion is managed by means of a photographic transparency and an opaque line cover screen mounted over the photograph, the two being placed at a little distance from each other. The screen through which the photograph is made has 100 lines to the inch, with clear space between each pair of lines, giving the photographic image 200 lines to the inch, so arranged that there are 100 lines in the vision of the right eye, and 100 lines in the

vision of the left eye. The proper disposition of the cover screen gives a stereoscopic picture which surpasses any obtained through any other device. In 1910 Mr. Ives added to his already long list, by another invention, of a camera to make three separate color-exposures simultaneously. From these negatives any number of prints may be made. Color-photographs had been made before, but the result was observable only in the negative, which could be developed as a positive, but from which no prints, other than the ordinary black-and-white print, could be made. By Mr. Ives' camera, negatives are produced from which colored prints are obtained in exactly the same forms and colors as the original. The camera holds three sensitized plates in the so-called "trichromatic plate pack," a special plate-holder which contains a red-sensitive and a green-sensitive plate between a backing-card, and a blue-sensitive plate attached to the others by a hinge of gummed paper. The red- and green-sensitive plates are held in the plate-holder in close contact by ledges; the blue-sensitive plate being shorter than the others, falls into the forward part of the camera when the opaque slide of the plate-holder is removed, and remains in a horizontal position, its edge touching the other plates. Before exposure, a yellow screen plate is pushed down from the roof of the camera by means of a lever provided for this purpose on the outside of the box, and a compensating screen is dropped over the lens tube. The exposure usual for a black-and-white negative is then made. When the shutter of the lens is closed the yellow screen is moved upward and the blue plate returns to a vertical position, an exterior lever being used for this purpose. By means of the compensating color screen attached to the lens the exposure for the three images is equalized and the color selection perfected. The horizontal plate, which is sensitive only to blue rays, receives a reflection of the image from the yellow glass reflector. The other two plates receive the image through the yellow reflector and are affected only by green and red rays. The film sides of these plates are placed together so that the light passes through the smooth glass surface of the green plate to the film side and thence to the sensitive side of the red plate. A ground-glass frame is provided at the back of the camera for holding the plate-holder, and the lens is focused by means of a tube fastened to the front of the camera. The plates are then placed in a special rack and developed, the resulting negatives showing no color, but retaining the color record in black and white. To obtain prints the three negatives are placed in a printing-frame, and a sheet of collodion covered with bichromated gelatine is laid on them, the collodion side down, and an exposure given of about a minute in clearest sunlight. The sheet is next developed in warm water, and the result is three graduated low relief prints of great transparency, which are cut apart, immersed in dye-baths of the three primary colors, rinsed off, placed in register, and cemented to paper to make a complete color print. Other inventions of Mr. Ives are the glass-sealed spectroscope gratings, the diffraction chromoscope, and the universal colorimeter. Mr. Ives has received the highest honors for his inventions, being awarded the Rumford medal of the American Academy of Arts and Sciences, the Elliott Cresson gold medal of the Franklin Institute, Philadelphia; a special gold medal by the Photographic Society of Philadelphia, the Progress medal of the Royal Photographic Society, London; the Science medal of the same society, and Scott Legacy medals of the Franklin Institute. Mr. Ives has lectured, by request, upon his famous inventions before large audiences under the auspices of the leading scientific societies in England and America, and has been elected a member of the Royal Microscopic Society, of the Franklin Institute, Philadelphia, the Royal Photographic Society of London, an honorary member of the New York Camera Club, of the Photographic Society of Philadelphia, and a fellow of the A.A.A.S. Mr. Ives has contributed many exhaustive and valuable articles on the subject of color photography to the leading technical and educational journals, and has written three valuable books on the subject: "Isochromatic Photography with Chorophyll" (1886), the "New Principle in Heliochromy" (1889), and "Photochromoscope," (1894). Mr. Ives was married, on 14 Jan., 1877, to Mary Elizabeth, daughter of the Rev. Dewitt Clinton Olmstead, of Milford, N. Y., and has one son, Hubert Eugene. In 1914 Mr. Ives married Mrs. Margaret Cutting, of Philadelphia.

CHILDS, George William, publisher and philanthropist, b. in Baltimore, Md., 12 May, 1829; d. in Philadelphia, Pa., 3 Feb., 1894. His early years were spent in his native city, where he attended school until his twelfth year, when he entered the navy under the apprentice act. He spent some fifteen months in the service, principally at Norfolk, but, as he records, he "did not like it." Accordingly, he resigned, evidently to the regret of his superiors, one of whom, Lieut. William D. Porter, wrote to his aunt, who had reared him, the following letter: "It affords me great pleasure to state that George Childs, while under my care as an apprentice in the navy, has conducted himself to my satisfaction. He was always attentive to his duties, respectful to his superiors, and sustained a character as a good moral boy. I always found that I could place every confidence in him. He has never merited a punishment, nor has he been punished while in the navy." After leaving the service, Mr. Childs, at the suggestion of a friend of his aunt, accepted a position in Philadelphia. An apt comparison has been made which likened Mr. Childs at that period to the great Franklin. Like "Poor Richard," he came to the city of Philadelphia to work, and in humble guise. His first employer was Peter Thompson, a bookseller. In the dual capacity of clerk and errand boy, he worked early and late for a salary of $2.00 a week. Not content with merely performing the duties at hand, he took pains to inform himself thoroughly on the book trade in general, and, after four years, during which a most material increase in Mr. Thompson's business had been brought about, he was placed in charge of purchases made at the semi-annual trade sales in New York and Boston. Here he made many valuable and never-forgotten acquaint-

George W. Childs

vision of the left eye. The proper disposition [illegible] other device. In 1910 Mr. Ives added to his already long list, by another invention, of a camera to make three separate color-exposures simultaneously. From these negatives any number of prints may be made. Color-photographs had been made before, but the result was observable only in the negative, which could be developed as a positive, but from which no prints, other than the ordinary black-and-white print, could be made. By Mr. Ives' camera, negatives are produced from which colored prints are obtained in exactly the same forms and colors as the original. The camera holds three sensitized plates in the so-called "trichromatic plate pack," a special plate-holder which contains a red-sensitive and a green-sensitive plate between a [illegible] and a blue-sensitive plate attached to [illegible] others, falls into [illegible] camera when the opaque [illegible] position, its edge touching the other plates. Before exposure, a yellow screen plate is [illegible] and white negative is then made. When the shutter of the lens is closed the yellow screen is moved upward and the blue plate returns to a vertical position, an exterior lever being used for this purpose. By means of the compensating color screen attached to the lens the exposure for the three images is equalized and the color selection perfected. The horizontal plate, which is sensitive only to blue rays, receives a reflection of the image from the yellow glass reflector. The other two plates receive the image through the yellow reflector and are affected only by green and red rays. The film sides of these plates are placed together so that the light passes through the smooth glass surface of the green plate to the film side and thence to the sensitive side of the red plate. A ground-glass frame is provided at the back of the camera for holding the plate-holder, and the lens is focused by means of a tube fastened to the front of the camera. The plates are then placed in a special rack and developed, the resulting negatives showing no color, but retaining the color record in black and white. To obtain prints the three negatives are placed in a printing-frame, and a sheet of collodion covered with bichromated gelatine is laid on them, the collodion side down, and an exposure given of about a minute in clearest sunlight. The sheet is next developed in warm water, and the result is three graduated low relief prints of great transparency, which are cut apart, immersed in dye-baths of the three primary colors, rinsed off, placed in register, and cemented to paper to make a complete color print. Other inventions of Mr. Ives are the glass-sealed spectroscope gratings, the diffraction chromoscope, and the universal colorimeter. Mr. Ives has [illegible] American Academy of Arts and Sciences, the Elliott Cresson gold medal of the Franklin Institute, Philadelphia; a special gold medal of the Photographic Society of Philadelphia, the Progress medal of the Royal Photographic Society, London; the Science medal of the same society, and Scott Legacy medals of the Franklin Institute. Mr. Ives has lectured, by request, upon his famous inventions before large audiences under the auspices of the leading scientific societies in England and America, and has been elected a member of the Royal Microscopic Society, of the Franklin Institute, Philadelphia, the Royal Photographic Society of London, an honorary member of the New York Camera Club, of the Photographic Society of Philadelphia, and a fellow of the A.A.A.S. Mr. Ives has contributed many exhaustive and valuable [illegible] and has [illegible] Ives married Mrs. Margaret [illegible] daughter.

CHILDS, George William, publisher and philanthropist, was born in Baltimore, Md., 12 [illegible] 1829, a descendant of Philadelphia, Pa., 3 Feb., 1894. His early years were spent in his native city, where he attended school until his twelfth year, when he entered the navy under the apprentice act. He spent some fifteen months in the service, principally at Norfolk, but, as he records, he "did not like it." Accordingly, he resigned, evidently to the regret of his superiors, one of whom, Lieut. William D [illegible] ter, wrote to his aunt, who had reared him, the following letter: "It affords me great pleasure to state that George Childs, while under my care as an apprentice in the navy, has conducted himself to my satisfaction. He was always attentive to his duties, respectful to his superiors, and sustained a character as a good moral boy. I always found that I could place every confidence in him. He has never merited a punishment, [illegible] punished while in the navy." [illegible] the service, Mr Childs [illegible] a friend of his aunt [illegible] Philadelphia. [illegible] made which likened [illegible] period [illegible] hard," he came to the [illegible] Philadelphia to work, [illegible] was [illegible] himself. [illegible] boy, he worked early and late for a salary of $2 00 a week. Not content with merely performing the duties at hand he took pains to inform himself thoroughly on the book trade in general, and after four years, during which a [illegible] terial increase in Mr. Thompson's [illegible] been brought about, he was placed in charge of purchases made at the semi-annual trade sales in New York and Boston. Here he [illegible] many valuable and never-forgotten acquaint-

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ances among book buyers and publishers, many of whom became the tried friends of his later life. In the meantime, true to his lifelong policy of industry, temperance, and frugality, Mr. Childs saved systematically. As the result of his forethought, he was able to open a modest book store of his own when hardly eighteen years of age. This store was located in the "Public Ledger" building, and, as the young bookseller was slowly but surely building up his business, he dreamed dreams of becoming some day the owner of the great newspaper whose presses throbbed below him. In 1850, at the age of twenty-one, Mr. Childs reached an important milestone in his career, for it was then that he entered into partnership with Robert E. Peterson, a well-known publisher, under the firm name of R. E. Peterson and Company, afterward Childs and Peterson. The new firm's initial success was Dr. Kane's "Arctic Explorations," the demand for which was immediate and continuous, and within one year netted its author nearly $70,000 in royalties. It is significant, also, that Mr. Childs' first success in the publishing field should also mark the triumph of one of his fellow men and that it was through his encouragement that Dr. Kane had been emboldened to write his narrative. Other successful publications issued by Childs and Peterson were, Bouvier's "Law Dictionary," Sharswood's "Blackstone," Fletcher's "Brazil and the Brazilians," Dr. Allibone's "Dictionary of British and American Authors," published at a cost of $60,000; and Peterson's "Familiar Science," of which 250,000 copies were sold. After ten years, in 1860, Mr. Peterson retired from the firm, and Mr. Childs became associated with J. B. Lippincott and Company, who had taken over several of their best publications. Within a few months, however, he resumed business on his own account, and, in 1863, retired permanently from book-publishing. The year 1864 saw the fulfillment of his youthful ambition of becoming owner of the Philadelphia "Public Ledger." In association with A. J. Drexel, he purchased it, as he records, "for a sum slightly in excess of its annual loss." The new proprietor had no small task before him. The "Ledger," established in 1836, had always been a penny paper. The financial hardships engendered by the Civil War, which was then raging its fiercest, had rendered the publication of the "Ledger" on a "six and a quarter cents a week" basis so impossible that its owners, Messrs. Swain and Abell, were glad to dispose of the property. At once he began the radical changes necessary in management. With supreme courage he doubled the price of the paper and advanced the rates of advertising. After the first small losses in his subscription list he was rewarded by an increase in circulation which grew beyond anticipation. Then followed many years of hard work by Mr. Childs; years in which he spent twelve or fourteen hours a day in the editorial rooms and in personal superintendence. Some of his reforms were those much needed at the present day. He excluded from his paper all details of crime and vice, all scandal and slang, on the ground that such news inflamed the passions and corrupted the morals of the public. He was the pioneer, also, in the righteous warfare against fraudulent, immoral, and irresponsible advertisers. He published only six days in the week, resisting all suggestions of issuing a Sunday edition. In all these innovations, his only aim was that of elevating the tone of the press, and he hesitated at no time when there seemed to be a conflict between the two important considerations of what is right and what will pay. In the face of obstacles and predicted failure, he gained the recognition and confidence of the public and the "Ledger" entered upon an era of assured success, beyond all expectations. On his assuming control of the "Public Ledger" in 1864, he epitomized his policy in the noble words, "Meanness is not necessary to success in business, but economy is." To this principle he adhered consistently throughout his entire subsequent career. He was a philanthropist, in the broadest sense, but at no time could it be said that his public beneficences—and they were many and generous—were made possible by injustice done to those employed by him. His idea of true generosity is well expressed by himself in his "Recollections." Speaking of his efforts to raise contributions for the relief of sick soldiers and their families during the Civil War, a cause to which he himself contributed munificently, he relates: "I asked a very rich man to contribute some money to a certain relief fund. 'Childs,' he said, 'I can't give you anything. I have worked too hard for my money.' That is just it. Being generous grows on one just as being mean does. The disposition to give and to be kind to others should be inculcated and fostered in children. It seems to me that is the way to improve the world, and make happy the people who are in it." A notable example of his practical application of this principle occurred in 1876. A delegation of his printers then waited upon him and explained that the typographical union had reduced the scale from forty-five to forty cents per thousand ems, thus allowing him a snug item of daily saving. Mr. Childs, instead of accepting the reduction, thus claiming what the union had voluntarily yielded to him, remarked simply that he saw no good reason for reducing their wages, being perfectly satisfied with the old scale. Thus, owing solely to his wonderful regard for the well-being of his employees, the "Ledger" continued to pay higher rates than any other newspaper in the city—perhaps, also, in the country. Still he prospered; more, perhaps, than many of his contemporaries who had gladly accepted the new scale. Mr. Childs' career thus becomes a noble record of a really practical means for solving the so-called labor problem. He never lost sight of the grand fact that laborers are human beings, who must be treated by employers as they themselves expect to be treated in return. He knew, also, that man at his highest efficiency is moved by love of and interest in his task, and not by compulsion or the mere necessity of laboring for the means of livelihood. Holding to these views, he was a believer in trade unions. Indeed, he has expressed the belief that but for them the rate of remuneration for most trades, printers in particular, would be far below what it is at present. His policy, however, was to forestall all necessity for strikes and disputes by going more than half-

way in the effort to do justice. It is hardly remarkable that Mr. Childs was highly esteemed by his employees, nor that he was one of the few employers who received election to honorary membership in the typographical union. Mr. Childs further showed his kindly interest in his employees by purchasing a plot of ground in the Woodlands Cemetery for the use of printers. With A. J. Drexel he also donated the sum of $10,000 to the typographical union for any benevolent purpose that might seem most desirable. This sum the union concluded to put into a permanent fund, which was to be augmented by the voluntary contributions of American compositors. In this manner the Childs-Drexel fund is being constantly augmented. Thus, from the noble habit of benevolence toward all, has George W. Childs erected for himself a lasting memorial in the hearts of his fellow men, and has also become an example of the true way to treat the constantly increasing "labor problem." Mr. Childs' example holds good, also, for men of wealth and position who entertain ambitions in the direction of public office. Had he so willed it, his name might have been included in the list of Presidents of the United States. Only his modesty, and sense of unfitness for the duties of the office, very hard to appreciate, in view of his wonderful powers, so nobly used, prevented the consummation of this honor. In 1888 the "Craftsman" of Washington, the organ of the International Typographical Union, recommended his candidacy in the forthcoming election. The suggestion was received with enthusiasm throughout the country, the editors of a host of powerful newspapers pledging their support, and prominent capitalists offering to contribute to campaign expenses. Indeed, capital and labor united with the general public in urging upon him the acceptance of the call of his country. It is to be regretted that for reasons of his own Mr. Childs declined to give us an ideal President. We can imagine the immense benefits that would have accrued from his administration of the country's affairs—a "business administration" *par excellence*—also, from his high and noble influence in this highest office in the land. He would undoubtedly have inaugurated policies that would have placed the United States in advance of all other countries in the matter of fixing the relations of labor and capital on a firm and equitable basis. Apart from the true practical Christianity manifested in his relations with his employees, Mr. Childs' benevolences were enormous. Many of his good deeds in relieving individual cases of distress will never be known. He provided generously for the old age of those who had served him faithfully. He was the friend and benefactor of publishers and authors, and a public-spirited citizen who had pre-eminently the gift of doing the proper thing at the proper time. He was one of those instrumental in obtaining for the city of Philadelphia the ground forming the nucleus of Fairmount Park, now recognized as the most beautiful in America, and he was a liberal subscriber and promoter of the Centennial Exhibition held in 1876. He erected monuments over the graves of Edgar Allan Poe and Richard A. Proctor in this country, and in England placed a window in Westminster Abbey in memory of the poets, Cowper and Herbert, and in St. Margaret's, adjoining the abbey, a splendid window to Milton. In 1887, during the Queen's Jubilee, he placed a magnificent drinking fountain in the Rother Market, Stratford-on-Avon, a noble and munificent memorial to Shakespeare and a gift useful alike to man and beast. The interest and sympathy felt with the spirit of Mr. Childs' gift was world-wide. The English and American press demonstrated their approval by eulogistic editorials, while letters bearing expressions of good will came from all over the globe. In forming an estimate of Mr. Childs' character it is inevitable that we recognize him as almost, if not entirely, in a class by himself. The simple goodness of his character made him modest and retiring, and, although he actually accomplished large things in a large way, he always avoided ostentation and display. As a mere corollary to the possession of so many conspicuous virtues, Mr. Childs inevitably attracted to himself a host of devoted friends—many of them the world's most prominent actors in every sphere of activity. His keen interest in matters literary and artistic won him the friendship of the greatest authors and artists of his time, while his influence in the world of journalism brought him into intimate association with the foremost men in public life. He was an intimate and valued friend of President Grant, who consulted him upon many important and intricate matters. In 1876 he entertained Dom Pedro, Emperor of Brazil, who, thereafter, until his deposition from the throne, repeatedly honored Mr. Childs as only the ruler of an empire can. His friendship with Charles Dickens was warm, even affectionate, while the greater authors and poets of his own country were equally his intimate associates. His personal "Recollections," published in 1889, are replete with interesting reminiscences of his intimacy with Hawthorne, Longfellow, Emerson, Lowell, Holmes, Prescott, Irving, and a score of other writers who made American literature. Of George Peabody and Peter Cooper he records many warm appreciations, and his analysis of the character of General Grant is one of the most sincere and admirable tributes ever paid to one man by another. In his friendships as well as his sympathies Mr. Childs was catholic, for in spite of his deep admiration for Generals Grant, Sherman, Sheridan, and Meade, he had given Alexander H. Stephens, of Georgia, his first gold watch. Mr. Childs was an enthusiastic collector of rare books and manuscripts, of which he had many rare and valuable specimens, including the original manuscript of Dickens' "Mutual Friend," presented to him by the author. He had also an extensive collection of antique and curious clocks, which formed a notable feature of his handsome residence. Mr. Childs' habits of life were simple, yet elegance prevailed in his home and his hospitality was inexhaustible. The list of notables, American and foreign, who were entertained by Mr. Childs is too long to recount, but would include the best known names in the literary, artistic, military, and financial world. One beautiful incident in his career was his life-long friendship with Anthony J. Drexel. These two notable men co-operated in the purchase of the "Public

Ledger," and in numerous other enterprises, both business and charitable. They were constantly together in life, and at his death, Mr. Childs was laid temporarily by the side of his friend, until his own splendid tomb was completed. About the time of his purchase of the "Ledger," Mr. Childs was married to Miss Emma Bouvier Peterson, the daughter of his former partner, Robert E. Peterson. Her mother, the only child of Judge John Bouvier, the eminent legal writer, was a woman of brilliant scientific and literary gifts. Her "Familiar Astronomy," a "Treatise on the Globe," and a comprehensive "Astronomical Dictionary," won enthusiastic commendation from such distinguished astronomers as Sir John Herschel and Sir David Brewster.

BELL, Alexander Graham, inventor of the speaking telephone, b. in Edinburgh, Scotland, 3 March, 1847, son of Alexander Melville Bell and grandson of Alexander Bell. His father was a lecturer on elocution in Edinburgh university and author of the Bell system of "visible speech"; his grandfather was famous as an expert in phonetics and the treatment of defective utterance. Added to this remarkable heredity, the environments of his early training constantly tended to prepare him for the achievement of that invention which, when it was first given to the civilized world, was pronounced by Sir William Thomson (Lord Kelvin) "the marvel of marvels." His education was received from the Royal High School of Edinburgh, but at home his father carefully taught him the physiology of human speech, and so stimulated his interest that at a very early age he devised and constructed a working model of the organs of speech, which is said to have actually spoken a few simple words. In 1865 the family went to live in London; there Alexander Graham Bell became a student in University College and in 1867 matriculated in the University of London. At this period he was a keen student of Helmholtz' theories on the reproduction of sound, and was eager to effect some practical realization of the great German's experiments in that direction: it even appears, from a statement made by Bell some ten years later, that before the year 1870 he was already convinced that men would "one day speak by telegraph." The idea of transmitting sound by electricity had taken a strong hold upon the scientific world precisely in this decade (1861-70) following the achievement of Reis at Frankfort-on-the-Main. Reis' apparatus, however, only reproduced the differences in pitch of the transmitted sound; there remained the immensely difficult problem of reproducing those modifications of sound which constitute the difference between syllable and syllable in articulate speech. In August, 1870, the Bell family crossed the Atlantic and settled at Brantford, Ontario. Alexander Graham Bell was at this time improving his acquaintance with electric telegraphy by studying the problem of multiple transmission of messages. In April, 1871, his reputation as an exponent of his father's "visible speech" method won for him from the Boston school board an invitation to experiment in the teaching of deaf-mutes in that city. It was then that with his appointment to lecture on vocal physiology in the University of Boston, he acquired the title of professor which has clung to his name ever since. In October, 1872, he began to reside regularly in or near Boston, where he completed his great work for civilization. Success as a teacher of deaf-mutes by no means diverted his mind from the pursuit of "speaking by telegraph"; on the contrary, daily familiarity with the mechanism of human speech only served to keep the great problem before him in an especially clear and encouraging light. While constantly working at his experiments with undulatory currents and phonautographic devices of various types, he at last succeeded, in July, 1875, in constructing what was, to all intents and purposes, the first electric speaking telephone. In the fundamentals of its construction this apparatus was identical with the elaborately improved telephone of the twentieth century—by the action of a diaphragm it expressed the vibrations of the speaking voice in terms of an electric current, which current then acted upon a second diaphragm to produce other vibrations simulating those which impinged upon the first diaphragm. But this primitive affair, with its diaphragms of gold-beater's skin, was not the thoroughly reliable instrument which Bell intended to offer to the world: above all, the vibrations produced by the receiving diaphragm must be made to repeat still more exactly all those subtle characteristics which made the original vibrations, vibrations of human speech as distinguished from vibrations of inarticulate sound. Such an instrument, with metal diaphragms, was not ready until the beginning of the following year. Bell's application for a patent on the speaking telephone was filed in Washington, 14 Feb., 1876. It was the year of the centennial exposition in Philadelphia; there, in the presence of William Thomson, Hiram Maxim, and other great masters of applied science, the speaking telephone was for the first time publicly exhibited in effectual operation, in a recognizable way reproducing all the distinctive features of spoken language (25 June, 1876). The first real telephone line in the world was that installed at the residence of the inventor's father, Brantford, Ontario, in August, 1876. The wonder and applause which greeted this new marvel was mingled with much skepticism as to its practical value. In spite of that world-awakening demonstration at the centennial exposition, preceded by one before the Society of Arts in Boston and followed by others at the Essex Institute, Salem, and elsewhere, it was still doubted whether Bell's speaking telephone could ever become much more than a fascinating and instructive toy. In this generation—now that the telephone has been made the everyday means of communication in every department of human activity, business, social, industrial—one reads almost with incredulity the opinion of its capabilities published in 1877 by a technical journal ("The Operator") in reply to an inquiry: "Nobody would care to trust important messages, sometimes involving life and death, or thousands of dollars, to being sent in such a manner." Legal difficulties also threatened the commercial success of Bell's patent; an attack upon its validity was commenced in the courts of the United States.

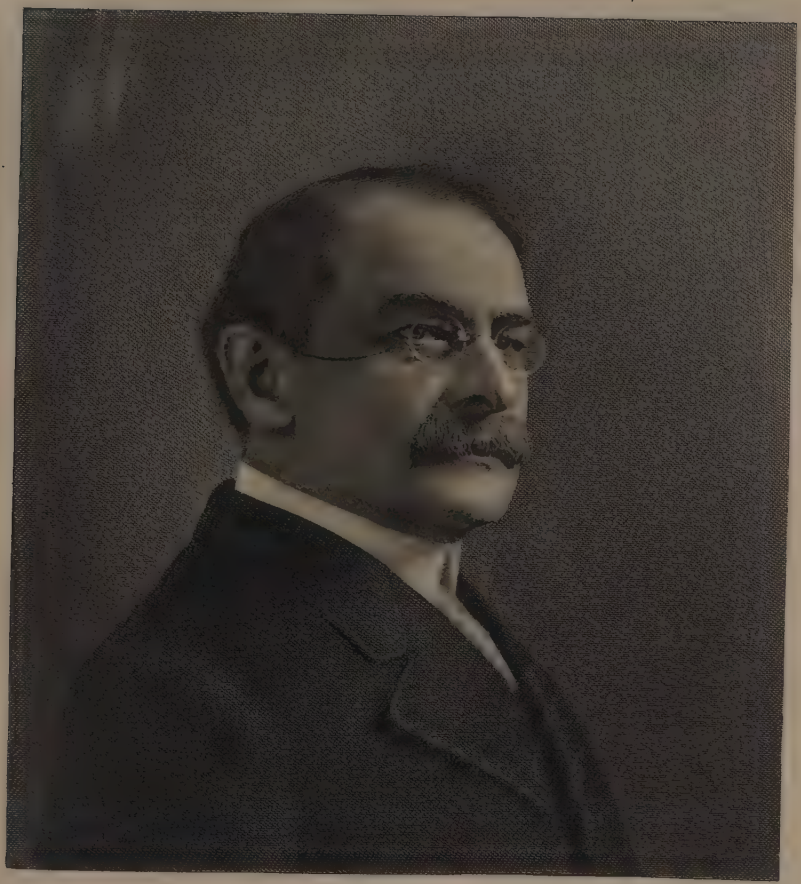
This difficulty, however, was eventually overcome. In 1881 Professor Bell's title to the honor of having invented the speaking telephone was finally sealed before the civilized world, when the Volta prize of 50,000 francs was awarded him by the French government. This sum, increased out of his private resources, he applied to found the Volta Bureau in Washington, D. C., "for the increase and diffusion of knowledge relating to the deaf." The dazzling effect of his first great achievement has somewhat obscured in the popular vision Professor Bell's subsequent contributions to the progress of applied science. Among these, two of the most practically important are the telephone probe, an electrical device for detecting the presence of bullets in the body, for which the ancient university of Heidelberg gave him the honorary degree of M.D. on the occasion of the 500th anniversary of its foundation (1886), the induction balance, and the graphophone, which last he invented in 1883, jointly with C. A. Bell and S. Taintor. A communication which he read to the Royal Society in London (17 May, 1878), on the action of light on selenium plates was followed, about two years later, by his first memoir to the American Academy of Sciences on his discovery of the photophone. His work on "The Production of Sound by Radiant Energy" was published in 1881. He had taken out no fewer than twenty patents in the United States before the end of the nineteenth century; the most important of these, for the speaking telephone, expired in March, 1893. Having acquired considerable wealth through the commercial exploitation of his patents, Professor Bell by a natural impulse turned his thoughts back into their hereditary channel, and, with donations of over $400,000, founded the American Association to Promote the Teaching of Speech to the Deaf. Of this benevolent organization he was for some time president, and the good work which it has directly or indirectly accomplished is one of the glories of American civilization. In connection with this work he has published "The Education of Deaf Children" (Washington, 1892), "Memoir on the Foundation of a Deaf Variety of the Human Race," published by United States Congress, and "Lectures on the Mechanism of Speech" (New York, 1908). Nor have his efforts been confined to this his special field of investigation. Having taken up his residence at Washington in 1881, Professor Bell soon became an active element in the intellectual life of the capital. Aerial locomotion as a practical question attracted him before it had begun to receive serious attention from the great body of scientists. As early as 1891 he placed $5,000 at the disposal of the secretary (the late Samuel Pierpont Langley) of the Smithsonian Institution, to assist in promoting the then embryonic study of aviation, and in 1896 he was among the most keenly interested spectators at the trial of the Langley aerodrome. The most important result of Professor Bell's own studies in this direction is the tetrahedral kite, described by him before the National Academy of Sciences (see "The Tetrahedral Principle in Kite Structure," Washington, 1903). By this device he has succeeded in lifting and supporting in air a total weight of more than 300 pounds over and above the weight of the machine itself. It is, at the present writing, too early to attempt any prediction on the probable effect of Professor Bell's contributions to the now rapidly increasing development of aerostation. In December, 1906, he delivered another address before the National Academy of Sciences, on aerial locomotion with special reference to the construction of an aerodrome. In 1907, by a gift of $30,000, he founded the Aerial Experiment Association to conduct investigations in the art of flying. The first public flight in America by a heavier-than-air machine was given by this Association at Hammondsport, N. Y., 12 March, 1908. In 1877 Alexander Graham Bell married Mabel Gardiner Hubbard, daughter of Gardiner Hubbard, a regent of the Smithsonian Institution. This lady had lost in infancy the use of her hearing, and had benefited by Professor Bell's scientific teaching. Besides his residence in Washington, he is the owner of a fine estate in Nova Scotia—Beinn Bhreagh Hall, Baddeck, Cape Breton—which he uses as a summer residence. Here he carries on experiments and pursues scientific investigations in the breeding of sheep, on which subject he has published several important monographs. The learned societies with which he is connected include: the Smithsonian Institution, of which he became a regent, in succession to his father-in-law, in 1898; the National Geographic Society, which he has served as president; American Institute of Electrical Engineers, of which he has also been president; American Academy of Arts and Sciences; American Association for the Advancement of Science; National Academy of Sciences; American Philosophical Society. The list of honors conferred upon him in various parts of the world in recognition of his services to civilization includes, besides the Volta prize and the honorary degree from Heidelberg, the rare distinction of *officier de la légion d'honneur*, the Albert medal of the Society of Arts, London (1902), the Elliott Cresson medal from the Franklin Institute of Philadelphia, and the academic degrees of honorary Ph.D., National Deaf Mute College (now Gallaudet College) (1880); Wurzburg (1882); LL.D., Illinois College (1881); Harvard (1896); Amherst (1901); St. Andrew's (1902); Edinburgh (1906); Queens, Toronto (1908); George Washington (1913); Dartmouth (1914); Sc.D., Oxford (1907).

GARFORD, Arthur Lovett, manufacturer, b. Elyria, Ohio, 4 Aug., 1858, son of George and Hannah (Lovett) Garford. For nearly a dozen generations his forbears have been the custodians and managers of one of the large English entailed estates. His mother's father, Edward Lovett, was a prominent English manufacturer of silks and laces. The elder Garford came to the United States in 1853 and settled on a small place north of Elyria, Ohio, which he purchased, and there he was a year later joined by his wife and child. The family at first lived in a small log hut, north of the town, in true pioneer fashion. The father became engaged as a landscape gardener and several of the finest estates in the neighborhood were planned and laid out by him. Later he extended his business into general agriculture, specializing in stock rais-

A. L. Sanford

This difficulty, however, was [illegible] overcome. In 1881 Professor [illegible] to the honor of having invent[illegible] the speaking tele[illegible] world, when the Volta prize of 50,000 francs was awarded [illegible] by the French government. This sum [illegible]creased out of his private resources, [illegible] applied to found the Volta Bureau in W[illegible]ington, D. C., "for the increase and d[illegible]ion of knowledge relating to the deaf." [illegible] dazzling effect of his first great achievement has somewhat obscured in the popular vision Professor Bell's subsequent contributions to the progress of applied science. Among these two of the most practically important are the telephone probe, an electrical device for detecting the presence of bullets in [illegible] Heidelberg gave him the honorary degree of [illegible] vented in [illegible] followed, about [illegible] memoir to the Americ[illegible] for the speaking telephone, expired in March, 1893. Having acquired considerable wealth through the commercial exploitation of his patents, Professor Bell by a natural impulse turned his thoughts back into their hereditary channel, and, with donations of over $400,000, founded the American Association to Promote the Teaching of Speech to the Deaf. Of this benevolent organization he was for some time president, and the good work which it has directly or indirectly accomplished is one of the glories of American civilization. In connection with this work he has published "The Education of Deaf Children" (Washington, 1892), "Memoir on the Foundation of a Deaf Variety of the Human Race," published by United States Congress, and "Lectures on the Mechanism of Speech" (New York, 1908). Nor have his efforts been confined to this his special field of investigation. Having taken up his residence at Washi[illegible] in 1881, Professor Bell soon became an [illegible] element in the intellectual life of the capital. Aerial locomotion as a practical question attracted him before it had begun to receive serious attention from the great body of scientists. As early as 1891 he placed $5,000 at the disposal of the secretary (the late Samuel Pierpont Langley) of the Smithsonian Institution, to assist in promoting the then embryonic study of aviation, and in 1896 he was among the most keenly interested spectators at the trial of the Langley aerodrome. The most important result of Professor Bell's own studies in this direction is the tetrahedral kite, described by him before the National Academy of Sciences (see "The Tetrahedral Principle in Kite Structure," Washington, 1903). By this device he has succeeded in lifting and sup[illegible]g in air a total weight of more than 300 pounds over and above the weight of the machine itself. It is, at the present writing, too early to attempt any prediction on the probable effect of Professor Bell's contributions to the now rapidly increasing development of aerostation. In December, 1906, he delivered another address before the National Academy of Sciences, on aerial locomotion with special reference to the constru[illegible] of an aerodrome. In 1907, by a gift of $[illegible] he founded the Aerial Experiment Association to conduct investigations in the art of fly[illegible] The first public flight in America by a heavier-than-air machine was given by this Association at Hammondsport, N. Y., 12 March, 1908. In 1877 Alexander Graham Bell married Mabel Gardiner Hubbard, daughter of Gardiner Hubbard, a regent of the Smithsonian Institution. This lady had lost in infancy the use of her hearing, and had bene[illegible] by Professor Bell's scientific teaching. [illegible] sheep, [illegible] several [illegible] The learned societies [illegible] he became a [illegible] in [illegible] and Sciences; American Association for [illegible] Academy of Sciences; American Philosophical Society. The list of honors conferred upon him in various parts of the world in recognition of his services to civilization includes, besides the Volta prize and the honorary degree from Heidelberg, the rare distinction of *officier de la légion d'honneur*, the Albert medal of the Society of Arts, London (1902), the Elliott Cresson medal from the Franklin Institute of Philadelphia, and the academic degrees of honorary Ph.D., National Deaf Mute College (now Gallaudet College) (1880); Wurzburg (1882); LL.D., Illinois College (1881); Harvard (1896); Amherst (1901); St. Andrew's [illegible]; [illegible] Queens, Toronto [illegible] [illegible] Dartmouth (1914); Sc.D., Oxford (1907).

GARFORD Arthur Lovett, manufacturer, b. [illegible] Hanover [illegible] a dozen generations [illegible] have been the custodians and managers of one of the large English [illegible] His mother's father, [illegible] English [illegible] The elder Garford came to the United States in 1853 [illegible] north of Elyria, Ohio, which he purchased, and there he was a year later joined by his wife and child. The family at first lived in a small log hut, north of the town, in true pioneer fashion. The father became engaged as a landscape gardener and several of the finest estates in the neighborhood were planned and laid out by him. Later he extended his business into general agriculture, specializing in stock rais-



A. L. Gaylord

ing, and soon his farm, "Elywood," became famous for the fine animals bred there. For nearly sixty years he continued a respected citizen of Lorain County, until his death in Elyria, 16 Feb., 1911. Arthur Lovett Garford was a typical farm-bred boy, the fourth of a family of eight children. Like many another who has come to the front in the affairs of the country, he began his education in the little country school. In 1875 he completed the course at the Elyria high school. The following two years were mostly spent on the farm, but he then entered the office of a large importing house in Cleveland. There he obtained a three years' practical experience in business principles and practice. At the end of that period he accepted a position with the Savings Deposit Bank in his native town, beginning as a bookkeeper. Long before he resigned from his position with the bank, in 1892, he had become its cashier and had gained a thorough knowledge of the banking business. Leaving the bank, Mr. Garford began his independent career as a manufacturer by organizing the Garford Manufacturing Company, for the purpose of manufacturing and marketing an improved bicycle saddle which he had invented himself. The venture proved an unqualified success, the saddle becoming the most popular of its kind on the market. Eventually all other concerns engaged in the same line of manufacture were absorbed until under the name of the American Saddle Company, the output was over a million saddles a year It was finally merged into the American Bicycle Company, Mr. Garford becoming treasurer of the corporation. Mr. Garford later organized various other leading industries. One of these was the Automobile and Cycle Parts Company, which he founded in 1901 and which later took the name of Federal Manufacturing Company, with a capital of $5,000,000, operating nine different plants in as many cities. Of this corporation Mr. Garford was president, but in 1905 he resigned from that position, disposed of his interest and, purchasing from the company its automobile parts plants in Cleveland and Elyria, he organized the Garford Company, which engaged in the manufacture of chassis for automobiles In this enterprise he had associated with him members of the Studebaker Company of South Bend, Ind, but Mr. Garford retained a controlling interest. A magnificent plant of reinforced concrete was built in Elyria in 1907, which is regarded as one of the best equipped of its kind in the country. In 1912 the property of the Garford Company was acquired by John M. Willys, of the Willys-Overland Company of Toledo. In 1914 Mr Garford organized the Garford Manufacturing Company, which purchased the business and property of the Dean Electric Company at Elyria, where it had been engaged in the manufacture of telephones and other electrical appliances. This new corporation, one of the largest industrial establishments in Elyria, now operates under the management of Mr. Garford, who is its president. Such have been the enterprises with which Mr Garford has been most closely associated, but he has been connected, as stockholder and director, with a multitude of other important commercial enterprises. In 1902 he made a trip to France and reorganized the Cleveland Machine Screw Company, under the name of the Cleveland Automatic Machine Company. Of this concern he later acquired a controlling interest, and for the past ten years he has been its president. In 1903 he organized the Columbia Steel Works of Elyria. He was also largely interested in the Worthington Company and was one of the principal organizers of the Fay Manufacturing Company in 1905. He assisted in the establishment of the American Lace Company, the Perry-Fay Company, and the Elyria Machine Parts Company, all of Elyria. For almost twenty years he has owned the controlling stock of the Republican Printing Company of Elyria, which publishes the Evening Telegram, and is now its president. He is a director of the Savings Deposit Bank and Trust Company, also of Elyria. The Cleveland National Fire Insurance Company, organized in 1913, is another large enterprise of which he is one of the fathers, and in which he is still interested. He also organized the Garford Engineering Company, of which he is general manager. Thus it will be obvious that he has had a leading share in the industrial and commercial development of his native city. The Elyria Chamber of Commerce is one of the foremost civic bodies in the State of Ohio and has a membership of about 600. Of this organization Mr. Garford was the first president. He is now president of the Elyria Y. M. C. A., one of the finest in the United States, considering the size of the city. He is also one of the trustees of the Young Women's Christian Association; president and member of the board of trustees of the Elyria Public Library; a trustee of the Elyria Memorial Hospital and may be said to have been closely connected with every local movement leading toward social betterment. Even during his earlier schooldays Mr. Garford had been keenly interested in economics. Later this interest manifested itself in his taking an active part in politics. Until 1912 he was allied with the Republican party, and was chairman of the county committee for several years. He was elected delegate to the National Republican Convention in 1896 and again in 1908 and in 1912. From 1906 to 1912 he served as a member of the Republican State Central Committee. He was advisory committeeman from Ohio to the National League of Republican Clubs for a number of years. When, however, the marked division of sentiment began manifesting itself in the Republican party during the presidency of Mr. Taft, Mr. Garford felt himself compelled to co-operate with the new movement. When Mr. Roosevelt finally crystallized the feeling of discontent into determined action, Mr. Garford's sympathies and convictions led him to become one of the recognized leaders of the Progressive movement in his own State. In the resulting primaries, in May, 1912, Mr. Roosevelt gained sixty-nine of the eighty-eight counties and thirty-four of the forty-two district delegates. At the National Republican Convention, held later in the year, in Chicago, Mr. Garford served as chairman of the Ohio delegation. But in spite of his strong sympathies he did not participate in the bolt, but

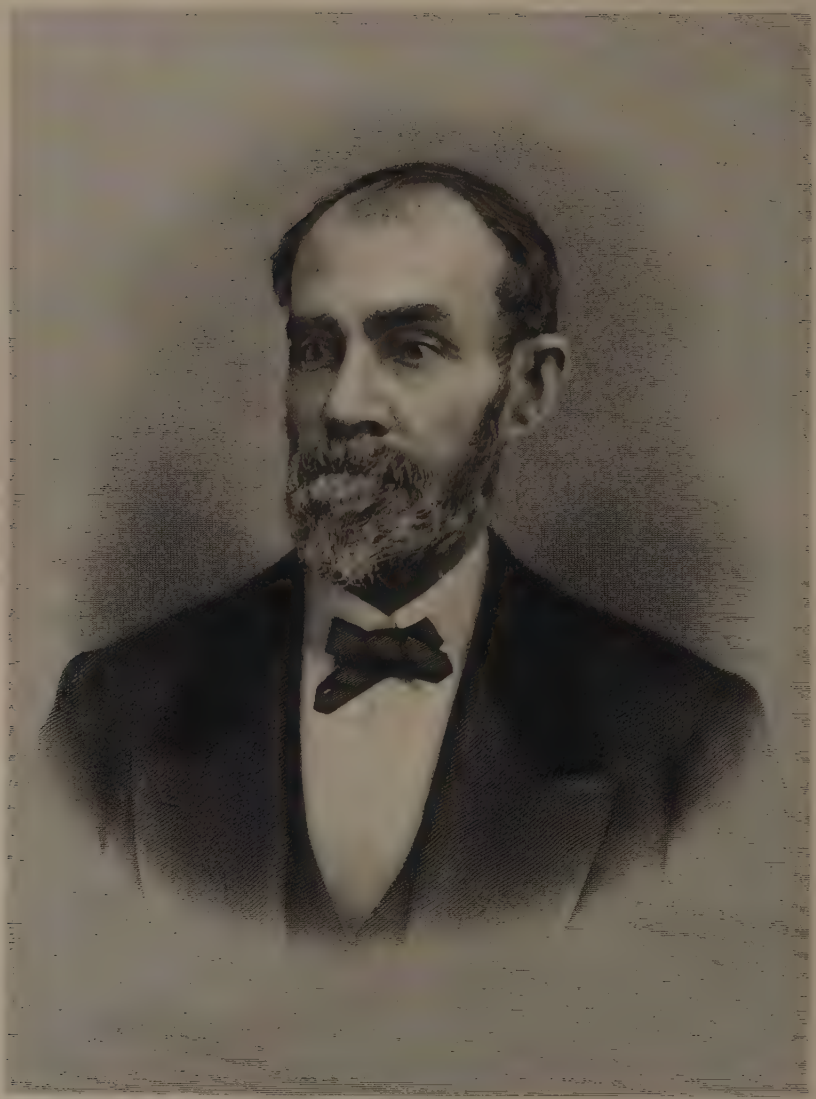
came home still a Republican. At the State Convention of the party, held at Columbus soon afterward, Mr. Garford was offered the nomination for governor and the votes of the Taft delegates if he would agree to support Mr. Taft in the presidential campaign, but he could not harmonize this course of action with his own conception of principles; he could only agree to accept the nomination on strictly local issues. In spite of this qualification, he led on the first ballot, with increasing totals on subsequent ones. But through the efforts of those who opposed him he was finally defeated and Gen. R. B. Brown, of Zanesville, was made the State candidate by the State committee. After these events Mr. Garford spent two months in a trip abroad, during which period the Progressive party evolved into a state of more perfect organization. Upon his return he resigned from the Republican State Central Committee and declared himself unqualifiedly for the new political party, convinced now that no compromise was now possible with the older organization. At the State Convention of the new party, held in September, in Columbus, Mr. Garford was unanimously nominated candidate for governor. He waged his campaign with his accustomed energy and at the elections in November he received 217,903 votes. Since that date Mr. Garford has continued a consistent and ardent supporter of the Progressive party. He is a regular attendant and supporter of the First Congregational Church. He is also a member of the Engineers' Club of New York; of the Ohio Society of New York; of the National Civic Federation; of the Union Club of Cleveland; and of the Cleveland Athletic Club. On 14 Dec., 1881, Mr. Garford married Mary Louise Nelson, daughter of Thomas Nelson, of Elyria. Their children are: Mary Katherine, wife of James B. Thomas, and Louise Ely, wife of Emanuel Lavagino.

SMOOT, Reed, U. S. Senator, b. in Salt Lake City, Utah, 10 Jan., 1862, son of Abraham Owen and Anne Kerstina (Morrison) Smoot. His father (1815-95), a native of Owen County, Ky., and a descendant through several lines of old Virginia families, early united with the Church of Jesus Christ of Latter-day Saints (commonly called "Mormon"), and was a pioneer settler of Utah, where, at the time of his death, he was a prominent figure in public and religious affairs. His mother was a native of Brekka, Norway, and was among the earliest of her country people to emigrate to the new settlements among the Rocky Mountains. Senator Smoot's education was begun in the district schools of Salt Lake City, and continued in Provo, whither his parents had removed in 1872. In Provo he was a student at the Timpanogas Branch of the University of Deseret, the predecessor of the Brigham Young Academy (now the Brigham Young University), which next to the great man whose name it bears, and co-equally with Dr. Karl G. Maeser, its educational founder, owes its existence to the efforts of Abraham O. Smoot. Since the death of his father, Senator Smoot has taken a deep interest in the growth and development of this school. He attended its first term in April, 1876, passed through all the higher branches then taught there, and completed the course in 1879. He studied principally along commercial lines, and, at intervals, mainly during vacations, worked in the Provo Woolen Mills, of which his father had been a founder, and which started operation in 1872. It was there that he obtained his first insight into manufacture, a practical insight, for he worked in every department of the mill. Upon leaving school, and, after consultation with his father and his tutor, Doctor Maeser, he determined to pursue a commercial career. With that end in view, he took a humble position in the Provo Co-operative Institution, the first co-operative mercantile establishment organized in Utah under the impetus of the great co-operative movement projected by President Young in 1868. He started at the bottom of the ladder, and in eighteen months was manager of the institution. After four years in this office he was chosen manager of the Provo Woolen Mills. In November, 1890, he left home for England, where he served as a missionary of his church until September, 1891, then being called home on account of the serious illness of his father. For a short time he acted as manager of the Provo Lumber Manufacturing and Building Company, but in the spring of 1892 was persuaded to resume his former position as manager of the Provo Woolen Mills. Under his able superintendency this enterprise achieved a splendid success. Mr. Smoot himself became well known in the business world from coast to coast, especially in the large commercial centers. His early investments were successful and his natural love for industrial enterprise, his shrewdness, business acumen, and untiring efforts have led him into various branches of business. At the present time Senator Smoot is the president of one bank and a director of several others; president and director of various mining companies, and director of various industrial and mercantile establishments. From 15 March, 1894, until the advent of statehood, he served as director of the Territorial Mental Hospital, by appointment of Gov. Caleb W. West, and, after Utah entered the Union, he was appointed by Gov. Heber M. Wells as a member of the Semi-Centennial Commission, which, in 1897, conducted the great Pioneer Jubilee. In April, 1895, he was appointed second counselor to President Edward Partridge of the Utah Stake of Zion, one of the territorial divisions of the "Mormon" Church, and served in this position until 9 April, 1900, when he was ordained a member of the Council of the Twelve Apostles, by President Lorenzo Snow. When the Territory of Utah divided on national party lines Senator Smoot was one of the first to declare himself a Republican, and, indeed, for a long time, was one of the few representatives of the party in his county. He has remained a consistent adherent to Republican principles ever since. Although he never held any political position until he was elected to the U. S. Senate, he was always considered one of the leading Republicans of the State and was frequently urged to accept political offices. When he took his seat in the U. S. Senate, 5 March, 1905, petitions from all parts of the country flooded Congress urging his exclusion

or expulsion on the ground that he was either a practicer or exponent of polygamy. This charge was maliciously concocted and circulated by certain defamers of Utah in Salt Lake City; but of course it proved utterly false. However, for four years the past private and public life of Senator Smoot was subjected to a most thorough investigation by the Senate Committee on Privileges and Election. Utah and neighboring States were carefully searched by the Senator's opponents in an effort to unearth some act, or perchance hear some word, upon which his expulsion or exclusion from the Senate could be based. Notwithstanding the thousands of dollars the opposition expended to secure adverse evidence, and their strenuous efforts in that direction, there cannot be found a single word in all the four volumes of testimony derogatory to the Senator's good reputation and character; but, on the contrary, even the bitterest adverse witness acknowledged that they neither knew, nor had heard nor were able to find, one blot on his character in all his many dealings and busy life among his fellow citizens. In spite of the long, trying investigation, Senator Smoot was neither neglectful nor forgetful of the duties and obligations he owed to his State and nation. In the halls of Congress, and in the forum of national comment and discussions, it is stated with absolute accuracy that Senator Smoot has a wonderful capacity for work —honest, conscientious, intelligent work—and plenty of it. He is untiring in his furtherance of measures and methods which he conceives to be based on just and righteous principles, and equally unflinching in his antagonism to that which he recognizes as dishonest, unjust, or hypocritical. No interest of Utah, his native State, has ever been passed slightingly by him, and no Utah citizen, however humble, has failed to receive the benefit of his sympathetic solicitude, as far as courtesy and fair dealing make it possible. Furthermore, while he esteems the various interests of Utah, and her advancing prestige as a State, to be a pearl of greatest worth, his breadth of comprehension and official action reach in commensurate degree to the welfare and progress of the whole American people, in whatever land or clime they may sojourn. That this enviable position in the intelligent and well-informed national mind has been reached, in great degree, through basic personal merit, is beyond cavil; that it directly reflects inestimable benefit to Utah's citizenship regardless of age, creed, or party, is equally indisputable. It is a peculiarly notable fact that, whenever a cry of adverse criticism has been made over some official action of Senator Smoot, time and the calmer judgment of the people have, without the exception of a single instance, demonstrated and declared that he was in the right. Working in accord with other national leaders, when his judgment has been in harmony with theirs, he has displayed, nevertheless, independence of judgment and action whenever his convictions of right led him to disagree with any of his associates in the national administration; and the results have vindicated his good judgment. An exceedingly important field of action is Senator Smoot's committee record. No other Senator has had a more extended list of work assigned to him, nor by any of them has work been more efficiently performed. In every committee or commission on which he has been placed he is known for making himself thoroughly acquainted with the matters under consideration. No other Senator is a more frequent visitor at the government departments, or in closer touch with them on the numerous items of business that require attention. With quick businesslike acumen, he presents matters clearly, so that what he desires is readily comprehended. His wonderful faculty in this regard has brought him prompt recognition and commanded respect; also it accounts largely for the success which has attended his efforts. He is known in all government departments at Washington as a Senator who does things on time and at the proper time. Even those who disagree with him on the Republican policy, a tariff for the protection and encouragement of American industries, admit that Senator Smoot is among the best informed members of the Senate on matters connected with tariff legislation. He has been recognized as the defender of the forestry policy of the government in the Senate, and was appointed by President Roosevelt as chairman of the Section of Forests of the National Conservation Commission. In this capacity he spent part of one summer in Europe, with several other members of the commission, carrying out the purpose of its appointments. As a member of the Committee on Pensions, Senator Smoot takes an especial interest in the necessary care of the nation's veteran defenders and their widows. Every measure designed to bring to them deserved relief and sustenance receives his ardent support, and every proposition to neglect or belittle them meets with his determined opposition; and he is largely responsible for the improvements made of recent years in the pension laws. While chairman of the Committee on Patents, after the question of the revision of the copyright laws of the United States had been before Congress for four years, Senator Smoot succeeded in securing the passage of a bill consolidating and codifying the copyright laws. As chairman of the Senate Committee on Printing, the Joint Senate and House Committee on Printing, and the Joint Printing Investigation Commission, Senator Smoot succeeded in effecting a great economic reform, resulting in cutting off a waste in the government printing division of from $400,000 to $500,000 per year; yet not a competent, honest workman lost his job. Senator Smoot introduced the first bill in the Senate creating a national park bureau, and has worked constantly to bring about much needed legislation of that character for the last six years. The bill finally passed, and became a law during the first session of the Sixty-fourth Congress. The Senator took a very prominent and active part in securing the passage of the so-called long and short haul clause of the railroad bill, which has been most beneficial to the West. Senator Smoot is the father of dry farm legislation in this country. When he introduced his enlarged homestead bill, providing for the homesteading of 320 acres of arid, non-irrigable, non-timbered, non-mineral land, without the usual requirements of

residence thereon, there was an immediate storm of protest against this enlargement of homesteads, particularly from the representatives of several Western States. But the facts presented by the Senator in support of his measure were so indisputable and effective an argument, that he won the adherence of the majority of the Senate. Then representatives of States contiguous to Utah, pleading that it would work injury to their respective localities, had State after State withdrawn from the operations of the non-resident provisions of the law, until Utah was the only State within the complete processes of Senator Smoot's proposition. Subsequently the excepted States, noting the advantages accruing to Utah, asked that the provision formerly declined be applied to them. The Senator has been Republican National Committeeman from Utah for several years; is an acknowledged leader of the Republican party and has taken a prominent part at national conventions and in party counsels. He is a life member of the Burgesses Corps, of Albany, N. Y. His term of service in the Senate will expire 3 March, 1921. Senator Smoot is president of the Provo Commercial and Savings Bank, the Smoot Investment Company, and the Provo Electric Company, all of Provo, Utah. He is a director in the Zion's Co-operative Mercantile Institution, the Deseret National Bank, and the Deseret Savings Bank, all of Salt Lake City. He has been for many years a trustee of Brigham Young University, Provo, Utah. On 17 Sept., 1884, he married Alpha M., daughter of the late Horace Sunderlin Eldredge, of Salt Lake City, one of the most prominent business men of the West. Senator and Mrs. Smoot have three sons and three daughters.

BARTLETT, Robert Abram, sea captain and Arctic explorer, was born in Brigus, Newfoundland, 15 Aug., 1875. He is a son of William James and Mary J. (Leamon) Bartlett, and the descendant of a family of intrepid navigators, long associated with the work of exploration in the Arctic regions. His education, after graduating from the high school of his native town, was completed at the Methodist College in the city of St. John's, N. F., after which he went to sea, and served in various capacities on board different ships until 1895, when, at the age of thirty, he successfully passed the tests of the examining board at Halifax, N. S., and was granted the certificate "Master of British Ships." Previous to this, however, he had received his initiation in Arctic exploration, having served under Commander Peary, with whom he spent the winter of 1897-98 at Cape D'Urville, Kane Basin, in Greenland near the eightieth parallel. In 1901 he conducted a hunting expedition through the waters of Hudson Bay and Strait, and from 1901 to 1905 was in charge of a sealing ship operating in the waters off the coast of Newfoundland. In 1905 Bartlett was selected by Peary to command the ship "Roosevelt," on what proved to be his successful expedition in search of the North Pole, and to his ability as a navigator, courage, and familiarity with conditions in the far North, much of the success of the expedition should be credited. On this expedition, Bartlett did not go beyond the eighty-eighth parallel, stopping, in fact, at 87° 47′ north latitude, while Peary made the final dash for the Pole. It was not without considerable longing to accompany the expedition, that Bartlett was thus compelled to remain behind, but it must be remembered that the ultimate object of the expedition was to reach the Pole, an object that could only be attained in the final stage by a small party with but little baggage, and the placing of a supporting party in Bartlett's charge was perhaps a more signal proof of the confidence reposed in him by his commander than if he had been permitted to accompany him to the Pole, particularly when it is remembered that the safe return of Peary and his party from hitherto unknown perils was largely dependent upon the supporting party under Bartlett's command. After the return of the Peary expedition, Captain Bartlett remained at home until the following year, when he was in command of the ship bearing a privately organized hunting party to Kane Basin. In 1913 he started on his most adventurous expedition as commander of the "Karluk" carrying the Canadian Government Expedition, under Vilhjalmur Stefansson, for the exploration of the largely unknown region lying west of the Parry Islands. The "Karluk" sailed from the navy yard at Esquimault, British Columbia, on 17 June, 1913, and, after short stops at Nome and Port Clarence, Alaska, struck north into the Arctic Ocean. They met the ice on 1 Aug., and a week later the ship was so caught in the pack that further use of the engines was impossible. By the end of the month she was frozen in, and the outlook for further progress was extremely dark. In the event, also, of being unable to reach land before the dark months, the problem of providing food for the party would have been serious. The condition continued until 25 Sept., when a strong wind arose, which steadily urged the vessel and the ice surrounding it into a westerly direction, toward Wrangell Island to the north of the easterly peninsula of Siberia. The whole adventure and Captain Bartlett's heroic part in it are thus described in the New York "Times": "The drift continued and the 'Karluk' was at the mercy of the masses of moving ice. In October she was still drifting along, and the ship's company prepared for an extended stay on the moving ice. They set up winter quarters on board, and made themselves as comfortable as possible during the gales which blew continuously through October and November. The sun disappeared on 11 Nov., and the ship's party set about making the best of the long arctic winter. Watches were arranged, work, recreation, and exercise all had their allotted place, and on Christmas Day the party indulged in sports on the ice. It was Captain Bartlett's fourth Christmas in the Arctic, and he calls to mind other Christmases he spent in the polar regions. The Christmas dinner was a merry affair and the menu plentiful and varied. But during the night of New Year's Day ominous crackings were heard throughout the ship—it was the ice pressure asserting itself. Ten days after this a great crack appeared in the vessel, and the men prepared to leave



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her. There was a rush to save all the stores possible, and they were just in time, for on 11 Jan., 1914, the 'Karluk' sank in thirty-eight fathoms of water. In the camp that was set up near the locality of the wreck the party spent the winter, following the routine set up on board the vessel. Captain Bartlett tells, with a liveliness of detail, of the activities of the company of shipwrecked explorers; of the parties that set out to make the landward journey, and of the final migration of the whole company to Wrangell Island. It was a long, painful journey, but by 12 March land was reached. The expedition was lost, however, and Captain Bartlett felt that assistance must be obtained at whatever cost, and the risk was undertaken by him, as being responsible for the safety of all those who had been placed in his care by Stefansson. So on 18 March, accompanied only by a young Eskimo and with one sledge and seven dogs, he set out to get news of the disaster before the authorities at Ottawa. Captain Bartlett started out and walked over the frozen seas 200 miles to the Siberian coast, and then for another 500 miles eastward to get a ship for Alaska. The journey took the two men over two months; it was a trip never accomplished before by any man, an adventure on which untold dangers and sufferings were experienced. But at last Captain Bartlett and his companion reached Alaska, and on 29 May he telegraphed to Ottawa from St. Michael's for assistance. On 13 July he made the return trip to Wrangell Island in the 'Bear,' the United States revenue cutter on arctic service. But the 'Bear' had to put back into Nome for coal supplies after nearly reaching Wrangell Island, then she resumed her voyage of rescue. On 8 Sept., a schooner was sighted near the locality in which the shipwrecked party had been left. It was the 'King' and 'Winge,' and the 'Karluk' party was found on board. They had been rescued by the schooner, all but three, who had died at Wrangell Island Camp, and by 24 Oct. the whole company had returned safely to Nome." Captain Bartlett has been the recipient of many honors, having been awarded the Hubbard gold medal by the National Geographical Society in 1909, the Hudson-Fulton silver medal in 1909, the Kane medal by the Philadelphia Geographical Society, and silver medals by both the English and Italian Geographical Societies in 1910. In speaking of his character, it would be difficult to give a clearer estimate than that conveyed in the tribute paid him by Peary himself, who, speaking of his crew and assistants in his book, "The North Pole," has said: "First and most valuable of all was Bartlett. Blue-eyed, brown-haired, stocky, and steel-muscled Bartlett, whether at the wheel of the 'Roosevelt,' hammering a passage through the floes, or tramping and stumbling over the ice-pack with the sledges, or smoothing away the troubles of the crew, was always the same—tireless, faithful, enthusiastic, true as the compass." Mr. Bartlett with the assistance of Ralph T. Hale, President of Small, Maynard and Company, Boston, Mass., wrote "The Last Voyage of the Karluk" (1916), which recounts his memorable adventures.

MOREHOUS, Philo, financier, b. near Hartland, N. Y., 7 March, 1812; d. in Chicago, 1 Sept., 1881. His father participated in the War of 1812. He received his education in the public schools of Hartland, and early entered upon his active life career. Attracted by the opportunities offered in the then undeveloped West, he journeyed thither on horseback, through Ohio, Michigan, Indiana, and Illinois. At that time (1833), the period of the Black Hawk War, much of this country was inhabited by Indians, and none of these States had as yet felt the impulse of that magnificent stride of population and commerce to which Mr. Morehous subsequently gave his untiring energy. In 1842 he located in Elkhart, Ind., where he engaged in mercantile business, later adding a banking exchange. In 1844 he built the first brick building erected in Elkhart, a three-story structure, in which he established his business. When Indiana passed its free-banking law, Mr. Morehous opened a bank of issue—his bills being in the denominations of one and five dollars—and named it the Bank of Elkhart, of which he was the president. He continued this bank in operation until the national banking-law was enacted; at which time he called in the legal tender of his State bank, then in circulation, and organized the First National Bank of Elkhart. He continued as president of this bank until he retired from active business, but the bank organized, in that early day, is still one of the leading banks of the State. Mr. Morehous was a prominent and influential member of the board of directors of the Lake Shore, Michigan Southern and Northern Indiana Railroad, the main line of which operated between Buffalo, New York, and Chicago, and later became a part of the New York Central Lines. His advice and judgment had the greatest weight with his business associates. It was through him that the railroad shops and their appurtenances were located in Elkhart, although other cities, larger and wealthier, put forth strenuous efforts to secure them, realizing the advantages of their possession. Mr. Morehous urged the advantages of Elkhart, seeing the situation clearly from two points of view, that of the railroad, for which the locality was desirable, and that of Elkhart, which would derive immeasurable benefits from the establishment of the works within its limits. Mr. Morehous' position in the directorate of the road and the confidence which he inspired in the minds of the other officials decided the question. When the works were established in Elkhart, it is well known that they were, and would continue to be, the most important factor in the business enterprise and growth of the city. Mr. Morehous was also instrumental in founding the Elkhart Gas Light and Coke Company, in which he held the controlling interest and was president for many years. Mr. Morehous' varied interests led him to invest largely in railroad securities, which he handled with a discretion that brought him successful results. A man endowed, as was he, with far-seeing quality of mind and ability, would naturally enlarge and increase his power of action, when opportunities were presented, and his business interests soon extended to the larger cities of Chicago

and New York. But however absorbing his responsibilities, it was often said that Mr. Morehous was never too much occupied to speak a kind word, if needed, or to give a willing hand to assist others over difficulties. Many were cheered and helped by his beneficence. It can be asserted that Mr. Morehous, from the time of his settlement in Elkhart in the pioneer days, until he retired from active business, was the leading mind in the development of the city. He was the first to establish and carry to success a number of the important enterprises, which built up a commercial center; mercantile and banking institutions, the system of lighting, etc. When he retired from the field of his activities, others were able to take up and carry on his established work. In the accomplishment of all these various undertakings Mr. Morehous was ever guided by a determination of purpose, controlled by good judgment. He was endowed with a spirit of generosity and a kindliness of heart, which shows true culture. He was sought throughout his life, as counselor and adviser, by men of affairs as well as by those of lesser experience. His later years brought to him the fulfillment of his earlier hopes and ambitions, and at the time of his death he stood at the head of the wealthy and honored men of Northern Indiana. On 25 Dec., 1836, Mr. Morehous married Catharine Winigar, of Farmington, Mich. Five children were born of this union, the two eldest, a son and a daughter, dying in infancy. Three children, Katharine, Philo Clinton, and Frances, survived their parents. Besides the home in Elkhart, which remains in possession of the family and is known as "Morehous Place," Mr. Morehous had built for himself and family a handsome residence in Chicago. In this home he died, surrounded by all the members of his family.

POPPLETON, Andrew Jackson, lawyer, b. in Troy Township, Mich., 25 July, 1830; d. in Omaha, Neb., 24 Sept., 1896, son of William and Zada (Crooks) Poppleton. He was descended from Samuel Poppleton who came from England in 1751, and settled, first in New Jersey, later in Vermont. He attended the district school in Troy Township, where his father was a prosperous farmer and a leading citizen, and the Romeo Academy, in Romeo, Mich. He became a student at the Michigan State University, later at Union College, Schenectady, N. Y., and finally entered the law school of John W. Fowler, which was first located at Ballston, and afterward at Poughkeepsie, N. Y. In April, 1852, Mr. Poppleton entered the law office of C. I. and E. C. Walker, in Detroit; some months later he passed his bar examination at Pontiac, and was admitted to practice in Michigan. In the following spring he became a member of the law firm of Cargill, Poppleton and Chase of Detroit, remaining with that firm until August, 1854. In the fall of that year he located in Omaha, Neb., where he began practice in partnership with George B. Lake, who was afterward chief justice of the Supreme Court of Nebraska. In 1858 Mr. Poppleton was stricken with a sudden illness, and did not recover sufficiently to resume his practice until 1860. In 1863 he was employed by the Union Pacific Railway Company to attend to its legal business in connection with the construction and operation of its lines. During the following six years this took up most of his time, but in the summer of 1869 he received the appointment of general attorney for the railroad, after which he gave his full time to its business. This position he continued to occupy until 1888, when failing health compelled him to resign. During his early practice Mr. Poppleton was engaged in many criminal trials, claim suits and land litigations, of a type incidental to the pioneer life of the State. During the twenty-five years that he was at the head of the legal department of the Union Pacific, he was active in all the States and Territories through which ran the lines of that corporation. After the acquisition of the Kansas Pacific, Denver Pacific, and Oregon Railway and Navigation Company lines, his field covered California, Nevada, Oregon, Idaho, Kansas, Missouri, Wyoming, Montana, Utah, Iowa, and Nebraska. Throughout these years Mr. Poppleton was engaged in heavy and important litigations for his client, appearing frequently in the U. S. Supreme Court, as well as before the inferior federal courts and the Supreme Courts of the various States. Among the most important cases with which he was connected were the Construction Contract cases, the Terminus Controversy case, the Pro-rate Question case, the Wyoming Coal and Mining Company cases, the Colorado Central Railway Company case, and the Richard's Snow Plow case. He also wrote the defense of Oakes Ames, which was read at the close of the debate upon his censure in the Lower House of Congress, following the Credit Mobilier Congressional investigation. In 1879 Mr. Poppleton made the leading argument in what was known as the "Standing Bear" habeas corpus case, which attracted national attention at the time, and in which it was held that the great writ would lie on behalf of the Ponca chieftain, though a tribal Indian. After leaving the service of the Union Pacific he was employed by the Chicago, Rock Island and Pacific Railway Company and the Chicago, Milwaukee and St. Paul Railway Company in a suit brought by these roads against the Union Pacific, to compel the special performance of a contract for joint trackage over the Missouri River Bridge. Though an unusually busy man in his professional pursuits, Mr. Poppleton was keenly interested in politics, and was elected to a number of public offices. He was a member of the legislature of Nebraska Territory, when it held its first session in 1855. He was speaker of the house during the third session of the legislature of

the Territory of Nebraska, in 1857. In 1858 he was elected mayor of the city of Omaha, but illness compelled him to resign before his term was completed. Upon the admission of Nebraska to statehood, Mr. Poppleton, together with J. Sterling Morton, was the caucus nominee of the Democratic party for the U. S. Senate, but, in spite of receiving the full vote of the party, both were defeated. In 1868 he was a Democratic candidate for Congress, but was again defeated. In 1890 he was appointed city attorney for Omaha, and this position he held for two years. Mr. Poppleton was one of that noteworthy group of young college and professional men who emigrated to Nebraska in its early pioneer days, and took leading parts in the foundation and formation of the State, shaping its early development. As a lawyer he was a profound student; to these abilities he added a magnetic personality and exceptional powers as an orator. In 1892 he was stricken with blindness, and during these last dark years of his life, being compelled to abandon public life, he turned to books for consolation. He was a member of the American Bar Association, the Nebraska State Bar Association, the Omaha Bar Association (and its first president), and of the Board of Trade of Omaha (and its first president). On 2 Dec., 1855, Mr. Poppleton married Caroline, daughter of Leonard Sears, of Council Bluffs, Ia. They had three daughters: Ellen Elizabeth (Mrs. William C. Shannon), Mary Celia (Mrs Myron L. Learned), and Zada Crooks, and one son, William Sears Poppleton.

BUTLER, Nicholas Murray, educator and publicist, b. in Paterson, N. J., 2 April, 1862. He is the son of Henry L. and Mary J. (Murray) Butler. He was educated in the public schools of his native city, and at the age of sixteen entered Columbia College, where he graduated in the class of 1882. In 1883, when he was twenty-one years old, he received the degree of A.M. from Columbia, and the year following the degree of Ph.D. He went to Europe the same year, and studied in the universities of Berlin and Paris as a university fellow in philosophy. In early life Dr. Butler determined to make teaching his profession, and when he returned to the United States in 1886, he became an instructor of philosophy in his alma mater. Two years later he became adjunct-professor, and in 1890 full professor, of philosophy, psychology, and ethics, and lecturer on the history and institutes of education. That same year he was elected dean of the faculty of philosophy for five years, and at the expiration of the term was re-elected to the office which he had so capably filled. He was president of the board of education in Paterson, N. J., as his father had been before him, and for several years was president of the New Jersey State Board of Education, succeeding, by his agitation of the question, in substituting the town for the district system of administration. He planned and organized the New York College for the Training of Teachers, which later became the Teachers' College of Columbia University. For five years he was its president. In 1891 he founded, and became editor of the "Educational Review." He also edited the "Great Educators" series, the "Teachers' Professional Library," and the "Columbia University Contributions" to psychology, education, and philosophy. Dr. Butler was appointed university examiner in education for the State of New York in 1894, and also elected president of the National Educational Association. In 1889 he was special commissioner from New Jersey to the Paris Exposition. In 1888 and 1904 he was delegate to the Republican National Convention. In January, 1902, when thirty-nine years of age, Dr. Butler succeeded Seth Low as president of Columbia University. In point of years he was the youngest chief of a great university in the United States. His office requires enormous executive ability, for he has under his charge over 5,000 students, more than 400 professors and instructors, and a small army of administrative officers. The university possesses property valued at more than twenty-five millions of dollars. While Dr. Butler is not only a scholar whose specialty is philosophy, he is also intensely practical, surcharged with dynamic energy, and endowed with great force of character. He believes that the time and thought of the head of a commanding university must be given wholly to the study and consideration of large questions of policy, and to the relations of the university to the community. He is a man of high ideals, with the courage of his convictions, and in an extraordinary degree unites the capacity of independent thinking with the power of realizing his purposes and desires in practical results. Dr. Butler has been in ever-increasing demand as an educational lecturer and speaker. It is said that he has delivered important educational addresses in every one of the states and territories of the Union, and has personal acquaintance with thousands of school superintendents, professors, and others engaged in educational work. As a speaker he is direct, vigorous, and inspiringly eloquent when he touches upon the various phases of that vast work of education which lies in his particular field. Dr. Butler could not be a good citizen, having earnest convictions, without taking an interest in the political questions of the day. Accordingly, he has been one of the most active promoters of municipal reform movement. He is a prominent officer of the City Club, and has ever been ready to meet his fellow citizens in caucus, primary, or local convention. President Butler is characteristically a modern man as well as a city man. He rejoices that Columbia is a metropolitan institution. He says: "Columbia is the typical urban university, and it is national to the core in its interests and sympathies. It typifies the earnestness, the strenuousness, the practicality and catholicity of New York City, and its constituency is drawn from every part of the nation." Dr. Butler has served as chairman of the Administrative Board of the International Congress of Arts and Sciences of the Louisiana Purchase Exposition in 1904; chairman of the Lake Mohawk Conference on International Arbitration, 1907, 1909, 1910, 1911; president of the American Branch of Conciliation Internationale. He is a trustee of the Carnegie Foundation for the Advancement of Teaching, and of the Carnegie Endowment for International Peace; trustee of the National Educational Association; governor

of the Society of the Lying-in Hospital; director of the New York Botanical Garden; trustee of the Columbia University Press Club, and of the American Academy in Rome. He is a member of the American Philosophical Society, the American Psychological Association, and the American Copyright League; life member of the American Red Cross, the American Historical Association, and the New York Historical Society; chairman of the College Entrance Examination Board; president of the Germanistic Society; the American Scandinavian Society; and of the University Settlement Society. He became an *officier de la légion d'honneur* in 1906; a commander of the Order of Red Eagle (with star) of Prussia in 1910; and a member of the American Academy of Arts and Letters in 1911. He is a member of the National Council of Education, the New York Chamber of Commerce, and the American Society of International Law. He received the degree of LL.D. from Syracuse, 1898; Tulane, 1901; Johns Hopkins, Princeton, University of Pennsylvania, and Yale, 1902; Chicago, 1903; St. Andrews and Manchester, 1905; Cambridge, 1907; Williams, 1908; Harvard and Dartmouth, 1909; University of Breslau, 1911. The degree of Litt.D. was conferred upon him by Oxford in 1905. Amid his multifarious activities, Dr. Butler has found time for authorship. Besides his editorial work already mentioned, he was one of the editors of the Internationale Pedigogische Bibliothek, and Bibliothek d. Amerikanischen Culturgeschichte. He has written, "The Meaning of Education, and Other Essays" (1903); "True and False Democracy" (1907); "The American As He Is" (1908); "Philosophy" (1908); "Questions of American Freedom" (1911). He is also the author of many monographs and special articles upon education. He is a member of the Century, Church, Metropolitan, University, Barnard, Columbia University, Garden City Golf, and Ardsley Clubs. Dr. Butler married Susanna Edwards Schuyler, of Bergen Point, N. J., 7 Feb., 1887; she died 10 Jan., 1903; he married Kate la Montague, of New York, 5 Mar., 1907.

CARREL, Alexis, surgeon, b. in Sainte-Foyles-Lyon, France, 28 June, 1873, son of Alexis and Anne (Ricard) Carrel. He was educated at the University of Lyons, where he was graduated with the degree of L.B. in 1890, receiving from the same institution the degree of Sc.B. in 1891, and of M.D. in 1900. From 1896 to 1900 he was interne des hopitaur de Lyon, and from 1900 to 1902 prostecteur a la faculté de medicine, in the University of Lyons, where he took up original research work involving laboratory experimentation similar to that he is now engaged in. After spending a considerable period in Lyons, he was induced to continue his researches in the laboratories of McGill University in Montreal. He was then sought out by Chicago University, and carried on his work there for two years. By this time he had become widely known in scientific circles as an original investigator, and in 1906 Dr. Simon Flexner induced him to pursue his researches at the Rockefeller Institute for Medical Research, of which he has been an associate member since 1909 and member since 1912. The culmination of Dr. Carrel's experiments was the announcement, in the spring of 1912, that he had succeeded in keeping the heart tissues of a chicken alive for a period of 120 days after removal from the body. Dr. Carrel's previous discoveries in the field of surgery had already attracted wide attention, but this latest discovery brought him world-wide fame. Immediately there was great speculation in scientific circles as to whether "permanent life" might not be made possible. At a meeting of the American Medical Association in Atlantic City, Dr. Carrel read a paper entitled, "Preservation of Tissues and Its Application in Surgery," in which appeared the following striking passage: "If it were possible to transplant immediately after death the tissues and organs which compose the body into other identical organisms no elemental death would occur and all the constituent parts of the body would continue to live." In mentioning the details of his experiments Dr. Carrel said: "I wished to find a method by which to store tissues extirpated from the amputated limb of a living animal or a fresh cadaver during the period which elapses between their extirpation and their transplantation on the patient. It would be very convenient for surgeons to keep in store pieces of skin, periosteum, bone, cartilage, blood vessels, peritoneum, omentum, and fat, ready to be used. I attempted to preserve the tissues outside of the organism in a condition of latent or active life. I found that the permanent active life of the tissues outside of the organism was possible. The color and consistency of the tissues remained generally normal for several weeks. After six, seven, or even ten months the microscopical appearance of the arteries was not markedly modified. The results obtained by Tuffier, Magitot, and myself demonstrate that human tissues preserved in cold storage could be used in human surgery. Future investigators will show in what measure tissues of infants should be employed as grafts. The tissues actually used in human surgery, as cartilage, periosteum, skin, and aponeuroses, could easily be taken in large quantities from the fresh cadavers of fetuses and infants and preserved in vaseline and in cold storage. A supply of tissues in latent life would be constantly ready for use, and the tubes containing the tissues could even be sent in small refrigerators of the type of the thermos bottle to surgeons who needed them. It would simplify very much transplantation of skin, bone, periosteum, and aponeuroses, which are more and more used in human surgery." In his report on his success in prolonging life, Dr. Carrel said: "Cultivation of the heart (Experiment 720-1): on 17 Jan., 1912, a small fragment of the heart of an eighteen-day-old chick was cultivated in hypotonic plasma. The fragment pulsated regularly for a few days and grew extensively, but there were no rhythmical contractions. On 29 Jan. and on 1, 3, 6, 9, 12, 15, 17, 20, 24, and 28 Feb. the culture underwent eleven washings and passages. It became surrounded by fusiform cells and many deal cells. There were no pulsations. After the twelfth passage the culture did not grow at all. Then the tissue was dissected and the old plasma was completely extirpated. A small central fragment was removed, washed, and put in a

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new medium. On 1 March it was pulsating at a rate that varied between 60 and 84 a minute. On 2 March the pulsations were 104 at 41 degrees C., and on 3 March, 80 at 40 degrees C., but on 5 March the pulsations were very weak and stopped altogether at 2 P.M. On 5 March the culture underwent its fourteenth passage, and the pulsations reappeared immediately. They became weak again on 6 March. On 8 March the fifteenth passage was made. On 9 March the pulsations were again 80 to 82 a minute at 40 degrees C., and on 12 March they were 60 a minute. They then became slower and weaker. After the sixteenth passage on 12 March the pulsations were irregular, and the fragment beat for a series of 3 to 4 pulsations, and then stopped for about 20 seconds. After the seventeenth passage on 16 March regular pulsations at 52 beats a minute reappeared, and the tissue grew abundantly. After the eighteenth passage on 10 March the pulsations were irregular." Dr. Carrel has made many transplantations of organs in animals. Here is the way one was done: Having anesthetized a cat so that the subsequent operation was absolutely painless, Dr. Carrel removed the kidneys, together with their blood vessels, the aorta (the largest artery in the body), the vena cava (the largest vein in the body), the nerves, the nervous ganglia (or centers), the ureters (the tubes running from the kidneys to the bladder), and part of the bladder. These organs were replaced by similar organs from another cat. The cat with the new organs recovered and the organs resumed their functions. "No therapeutic value can be expected from a graft of kidneys," said Dr. Carrel, in commenting on this particular experiment, "unless the secretions of the new organs should be practically normal." In one of his latest experiments Dr. Carrel has succeeded in separating from the body and brain and nervous system of a warm-body animal that animal's heart, stomach, liver, intestines, kidney, and bladder, and of having those organs live and functionate under his eyes for ten hours. As the culmination of many weary months of progressive experimentation, Dr. Carrel had before him in his laboratory a living "visceral being" living though totally severed and apart from the brain that was supposed to be the essential stimulus of life. There, under the very eyes of the eager investigator, was a cat's heart beating its 120 beats a minute, just as though nothing had happened, a cat's stomach digesting food as though the brain were in its seat directing the whole operation, a cat's intestines and kidneys functionating as though the surgeon's knife had never been near. This was the achievement—an entire system of organs alive outside the body, an animal killed and its viscera living. The very latest of Dr. Carrel's experimental operations was on the thoracic aorta, which carries the blood from the heart, and is the largest blood vessel in the body. Seven animals were intubated with a glass tube, three with an aluminum tube, and one with a gold-plated aluminum tube. These experiments have shown a new fact: The arterial blood flowed through a glass tube 9 or 10 mm. in diameter during periods varying from five to ninety-seven days. No deposit of fibrin on the wall of the tube occurred. Sudden occlusion of the vessel or of the tube took place following a laceration of the aortic wall by the roughly finished edges of the tube. It is probable that the use of smooth-edged gold tubes, or of tubes lined with a vein, will be followed by better results. In 1912 the Nobel Prize for medicine was awarded to Dr. Carrel in recognition of his achievements in the suture of blood vessels and the transplantation of organs. This is the first Nobel Prize in medicine for this country. In 1913 he was made chevalier of the Legion of Honor. Dr. Carrel is a fellow of the American Surgical Association, and of the American Philosophical Society. He is a member of the American Society of Physiology, and an associate member of the American Medical Association. He has been a contributor to scientific and medical journals on biological and surgical subjects. He is unmarried.

ROYS, Cyrus Dustan, soldier, lawyer, and author, b. in Waterville, Vt., 11 Jan., 1836; d. at sea, 18 May, 1915, son of Benedict and Melissa Roys. He came of good New England lineage, and through his life of strongly-marked characteristics this ancestral influence was manifested in his unassailable integrity and his profound consideration for the rights of others. There came to him also as an inheritance from his forbears, a strong constitution and an alert mind. His early American ancestors included many distinguished men of letters, ministers, and public officials. The English ancestral history belongs to Leicestershire, England. The name came originally from France, where it is still known; a branch of the family having come in an early period to England. Mr. Roys attended the Barry Academy in Vermont, and later entered Hillsdale College, of which his uncle, Rev. Ransome Dunn, was professor of theology and later president. As a student he showed marked ability, and was graduated with honors in 1859. With a desire for the study of law, he entered the University of Michigan, and in 1861 was graduated in the College of Law. Early in the Civil War he enlisted in Battery I, First Michigan Regiment of Volunteers, but was later transferred as senior first lieutenant to Company L, First Michigan Light Artillery. He participated with General Buckner's forces in the engagement at McIntire's Ford in the mountains of Kentucky, also in the capture of Knoxville and Cumberland Gap, the siege of Corinth, in the historic Georgia campaign, and at Chattanooga, Tenn. Later he was assigned to the staff of General Saunders, and continually served as a staff officer until the close of the conflict. Subsequently he removed to Chicago, Ill., to devote himself to the legal profession. He became general counsel to a number of leading firms and corporations of that city, among them the Wisconsin Central Railroad Company, the United States Steel Corporation, the United States Rolling Stock Company, and the Lake Shore and Michigan Southern Railway Company, of which latter he remained attorney until his retirement from active law practice. Mr. Roys fulfilled the conception of the ideal lawyer. His knowledge of law was profound, and his advice ever to be relied upon. He gave careful study to matters intrusted to his charge. He proved himself also

an able business man, active in numerous enterprises. After his removal to Elkhart, Ind., he became president of the Elkhart Gas Company, of which he was likewise part owner. He was also president of the Century Club of Elkhart. Mr. Roys traveled extensively in America, in Europe, and in the oriental countries. He had a remarkable memory and was a close observer of men and measures, and could impart to others of his great store of knowledge. His handsome face, strong, yet genial in expression, and marked distinction of manner, evidenced how well his features and bearing illustrated his character. In mind he was vigorous, direct, straightforward, and severely logical. Forcible in speech, he possessed a fine sense of humor, and was of inexhaustible charity and kindness of heart—a true gentleman and a loyal friend. To those who knew him he was ever accessible, cordial, and gracious. To strangers he was courteous, affable, and winning, with a dignity of manner that always distinguished him. He was a speaker of brilliant and finished address and was frequently called upon to address public gatherings. An intimate acquaintance once said of him, "I always know more after a conversation with Mr. Roys than I knew before." Mr. Roys was noticeably fond of his home. In the latter years of his life he devoted much of his time to literary pursuits, and in travel. He was the author of "Captain Jack," a stirring novel of the Colonial days in Northern Vermont and Quebec. His lectures, addresses, and other miscellaneous writings, were full of power and original thought. He loved nature and the out-of-door life was full of charm for him. He was an enthusiastic fisherman and his days of recreation found him on lake or stream with rod and reel. Mr. Roys was president of the Union League Club of Chicago, and of the Century Club of Elkhart; vice-president of the Illinois Association of the Sons of Vermont; and a trustee of Hillsdale College. He was a liberal contributor to all worthy charities, and for many years was a vestryman in the Episcopal Church. In politics he was always a stanch Republican, and, in 1900, was a candidate for nomination for Congress. Upon his death, a memorial flag was sent to Mrs. Roys by the Illinois Commandery, Military Order of the Loyal Legion, of which he was a member. The flag, which was draped with black, bearing in gold letters the name of the commandery, was accompanied by the following letter: "To the family of Lieutenant Cyrus D. Roys: The Illinois Commandery of the Military Order of the Loyal Legion send this memorial flag and with it the sincere sympathy of his companions in the order, to his bereaved family, wishing them to retain the flag he loved and defended." Mr. Roys married 8 Dec., 1864, Katharine, daughter of Philo Morehous, president of the First National Bank of Elkhart, Ind. The many years of their married life were replete with happiness and prosperity, which they as liberally dispensed to others. He is survived by his widow.

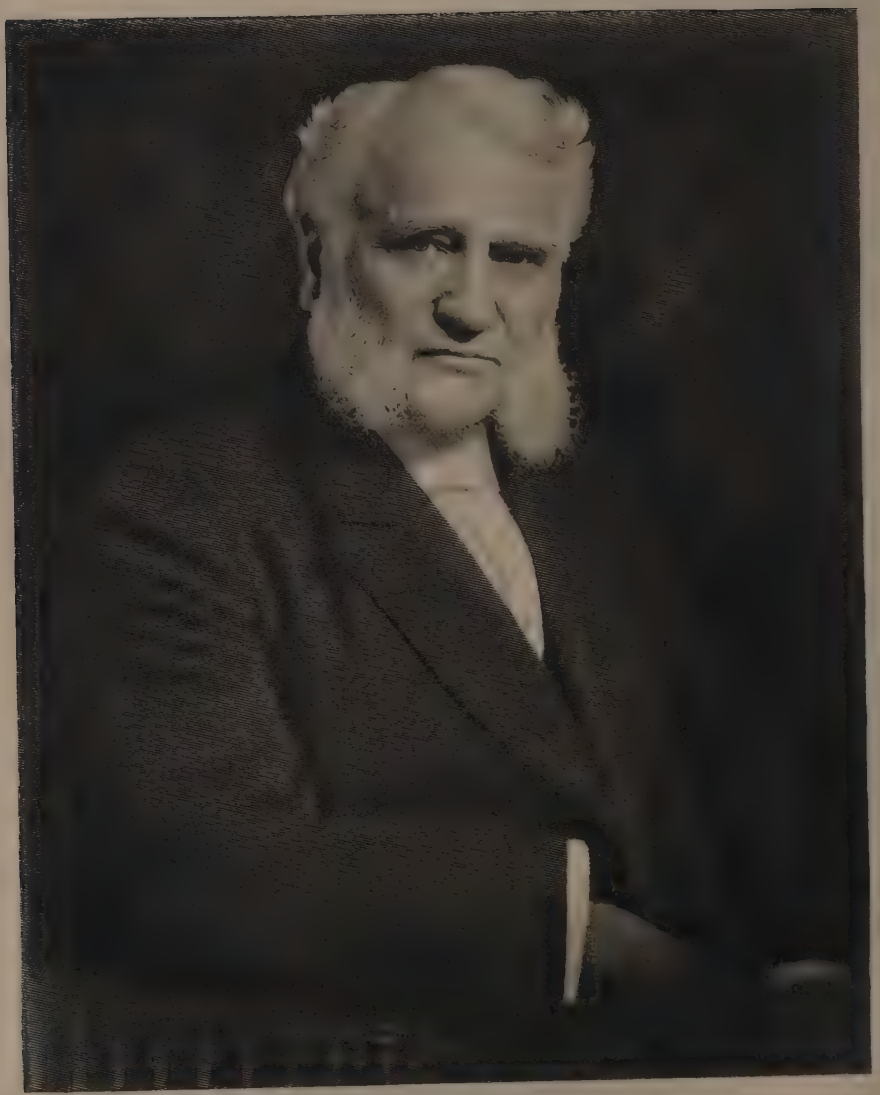
AUDENREID, Charles Young, jurist, b. in Philadelphia, Pa., 9 Dec., 1863, son of John Thomas and Emma (Young) Audenreid. His father (1837-84) was an anthracite coal operator and shipper in the firms of Audenreid, Norton and Company and Audenreid and Company, and a public-spirited citizen of Philadelphia. He was also president of the Mackenzie Iron Company and a director of the Girard National Bank. The Audenreid family is of Swabian origin, but long resident in Basel, Switzerland, whence the earliest American representative, Louis Audenreid, emigrated to New York City in 1789. This ancestor later resided at McKeansburg, Pa. His wife was Anna Christina Musch, of Easton, Pa. Their son, William, father of John Thomas Audenreid, married Jane Wills, of Cumberland County. He was extensively engaged in lumbering and flour-milling in Schuylkill County, which he represented in the state legislature for many years, but subsequently located on a farm in Cumberland County, where he died in 1850. Charles Y. Audenreid was educated at Rugby Academy, Philadelphia, and at the University of Pennsylvania, where he was graduated A.B. in 1883. On the occasion of his graduation he was awarded the H. La Barre Jayne prize for his Latin essay, "De Plebe Romana," which was highly commended both for its pure classic diction and for the scholarly character of the treatment accorded the interesting and important topic. In the following autumn he entered upon the study of law in the law school of the university, and in the office of John G. Johnson, a prominent lawyer of Philadelphia. He was admitted to the bar in 1886, and entered at once upon the discharge of important professional duties, particularly those involved in the management of the extensive business interests of his father, who had died in 1884. Among other important and responsible offices, Mr. Audenreid became secretary and treasurer of the Macungie Iron Company, treasurer of the West Chester Gas Company, president of the Frankford and Bristol Turnpike Company, and a director in the Upper Delaware River Transportation Company, the State Line and Sullivan Railroad Company, and the National Bank of Northern Liberties. The discharge of the duties of these offices threw upon the young man an unusually heavy responsibility, which, however, he discharged with ability and efficiency, gaining thereby an experience in business and legal affairs that was superior to any mere study of principles and methods. As a consequence, he rose to prominence and influence at an early age. He was chosen to represent the eighth ward of the city in the common council in 1891, and served until 1894, being then elected to the select council, in which he served for two years more. On 9 Dec., 1896, at the age of thirty-three, he resigned his councilorship to accept an appointment from Governor Hastings to fill the vacancy on the bench of the Court of Common Pleas, No. 4, of Philadelphia, created by the resignation of Judge M. Russell Thayer. In the following year he was elected to a full term of ten years in this same office, to date from 5 Jan., 1898. At the expiration of this term, he was re-elected for another term, beginning in January, 1908, and expiring in December, 1917. During his incumbency on the bench, Judge Audenreid has been concerned with

the trial and decision of many of the most important corporate and municipal cases that have arisen in Philadelphia within the last two decades. Some of these have involved serious and difficult points of law, and not a few are among recognized precedents on questions likely to arise under the conditions of modern commercial and municipal institutions. Notable among these cases may be mentioned that of the Pennsylvania Railroad Company *vs.* the City of Philadelphia; Bullitt *vs.* Philadelphia; Croasdill *vs.* City, etc. Judge Audenreid has published annotations to American editions of "Lindley on Partnership" and of "Lewis on Trusts." He was a vice-provost of the Law Academy of Philadelphia for five years (1902-07); is a director of the Philadelphia Athenæum; and is a member of the Pennsylvania Historical Society, of the State Bar Association, and of the Philadelphia Law Association. He is also a member of the Lawyers' Club, the Radnor Hunt Club, the Philadelphia Country Club. He owns a handsome suburban residence on Lancaster Road, Overbrook. Judge Audenreid has been twice married: first, to Mary, daughter of Warren H. Corning, of Cleveland, Ohio, who died 7 June, 1904; second, to Elizabeth, daughter of the late Stephen Benton, of Philadelphia.

LA FOLLETTE, Robert Marion, statesman, b. at Primrose, Wis., 14 June, 1855, son of Josiah and Mary (Ferguson) La Follette. His parents were pioneer settlers of Wisconsin. His ancestors were Huguenots who settled in America about the time of the Revolution. He received his early education at the district school of his native village and a private academy in Madison, Wis., and was graduated in the Wisconsin State University in 1879. In his senior year he won the university contest in oratory, and also the State oratorical contest and the interstate contest at Iowa City, Ia. After graduation he began the study of law in the university and in February of the following year was admitted to the bar. He began practice in Madison, and, in the autumn of 1880, was elected district attorney of Dane County on the Republican ticket, being re-elected in 1882. In 1884 he was elected from the Third District of Wisconsin to the Forty-ninth Congress of the United States, being the youngest man in that body at the time. He was re-elected in 1886 and 1888, but was defeated in 1890 through the opposition in his district to the compulsory education plank of the Republican platform. During his six years in Congress he won a high reputation as a brilliant debater and attracted particular attention by his speeches on the River and Harbor Bill, the Mills Bill, and the Lodge Force Bill, and by his reply to Speaker Carlisle in the tariff debate of 1888. In 1889 he was appointed to the Committee on Ways and Means, and took a prominent part in preparing the McKinley Tariff Bill, drafting the schedules on farm products, tobacco, linen, and silk, and serving on the sub-committee that framed the agricultural schedule. In the course of a speech in the debate on the McKinley Bill Mr. La Follette said: "It is to protect the labor of this country in the field and in the factory to maintain existing occupations, to acquire other new and useful ones where possible, to hold certain the advantages of our country, that we have guarded the American industrial system as we would the very liberties of our people in this Republican bill. It is to preserve the markets of this country to our own producers that we have kept the duties like a breastwork, high enough at every point to protect the man who is busy adding to the sum of its wealth from assault from any foreign source. Whenever foreign products the like of which we can supply our own people with have been taking the market from us, there we have raised the barrier to the protective point, and we have no apology to make for it. We believe that in so doing we have responded to a patriotic duty." Mr. La Follette's part in framing the McKinley Tariff Bill was very important. Senator Teller in the course of a speech at the Republican National Convention in 1896 declared that "Congressmen Gear and La Follette had more to do with framing the tariff bill than McKinley," and although Mr. La Follette, in an eloquent rejoinder to Senator Teller, set forth the important part played by McKinley in giving the bill its final form, it is generally recognized that it was to a large extent his individual work. During his congressional service, also, Mr. La Follette delivered several notable public speeches, among them the annual address before the Harvard Law School in 1885 and an oration at the Grant memorial exercises at Monona Lake, Wis. After his retirement from Congress he resumed the practice of law at Madison, Wis., while continuing active and prominent in State politics. It was chiefly through his instrumentality that the State enacted legislation compelling corporations to bear a just share of taxation. In 1896 the comptrollership of the currency was offered him by President McKinley, but he declined it. In the same year he was sent as delegate to the Republican National Convention and served on the Committee on Platform. Among his more notable addresses at that time were "The Menace of the Machine," before Chicago University in 1897 and "The Nomination of Candidates by the Australian Ballot," before the University of Michigan in 1898. He was elected governor of Wisconsin on the Republican ticket in 1900 and was re-elected in 1902. The main features of his administration were the establishment of a primary election law and the introduction of the Australian ballot. He also fathered the movement for the control of railway rates within the State by a State commission, which found expression in a law passed by the legislature in 1905. During his administration the capitol at Madison was destroyed by fire (27 Feb., 1904). He was elected to the United States Senate in 1905, and was re-elected in 1911 for the term ending in 1917. He took a leading part in the debate on railroad rate regulation in 1906, and in an exhaustive speech thrice continued, beginning on 19 April and ending on 23 April, he advanced a number of propositions, which, on the day the bill was voted upon (18 May), he enumerated, closing an appeal for the physical valuation of railroads and eloquently pointing out the necessity of such valuation as the only means of correcting transportation abuses. After his election to the Senate Mr.

La Follette became the leader of the progressive Republican element in Congress, and was practically the creator of the movement which was embodied in an independent (Progressive) party by Theodore Roosevelt in 1912. He was a prominent candidate for the Republican presidential nomination in 1908 and 1912. Senator La Follette is the author of "Autobiography—A Personal Narrative of Political Experiences" (1913). He was married 21 Dec., 1881, to Belle, daughter of Anson J. Case, of Baraboo, Wis.

KELLER, Helen Adams, blind author, b. in Tuscumbia, Ala., 27 June, 1880, daughter of Capt. Arthur H. and Kate (Adams) Keller. One of her paternal ancestors was a Caspar Keller, a native of Switzerland, who was the first teacher of the deaf in Zurich and was the author of books on their education. Her family is also related to those of Robert E. Lee and of Dr. Edward Everett Hale. Her father was a paymaster in the Confederate army in the Civil War. Later he became an editor and at the time of Miss Keller's earliest childhood lived the life of a Southern country gentleman. Miss Keller was born a normal, healthy child and at the age of one could already walk and utter a few words. But when nineteen months old she was stricken by a severe illness; congestion of the stomach and the brain, as it was described by the attending physician. Quite contrary to expectation, she recovered, but she had lost the use of her eyes and ears, being both blind and deaf. Then followed that blank period of living unconsciousness, which lasted until the beginning of her education, at the age of six, so graphically described by Miss Keller in her books and magazine articles, which are of such intense interest, not only to the general reader, but to men of science as well. Living out of the world as they did, her parents were puzzled as to whom to turn for advice. Her mother had felt quite hopeless, until she read Dicken's "American Notes," in which she read the account of Laura Bridgman. Finally, when Miss Keller was six, her father took her to a Dr. Chisholm, in Baltimore. He, however, could do nothing, but advised Captain Keller to go to Washington, and consult Dr. Alexander Graham Bell, the inventor of the telephone. Dr. Bell became interested in the blind and deaf child, and, on his recommendation, Captain Keller wrote to Mr. Anagnos, director of the Perkins Institute in Boston, the institution in which the famous Dr. Howe had labored so efficiently for the blind. As a result of this correspondence Miss Anne Mansfield Sullivan was installed in the Keller household especially to develop the senses remaining to the blind and deaf girl, so that they could perform the functions of those that were missing. Her success has been one of the wonders of the science of education. Miss Sullivan had herself been a pupil of the Perkins Institute, having become almost blind at an early age, but when she became Miss Keller's teacher her sight had been partially restored. During six years of her school life she had lived with Laura Bridgman, the pupil of Dr. Howe, but it was she herself who discovered the way to teach language to the deaf-blind. Within a few weeks after her arrival Miss Sullivan had taught her pupil the elements of touch spelling, and so gradually taught her the names of objects by associating their touch with the spelling. Thus, little by little, she entered into communication with the child's dormant mind, and awakened in it a consciousness of the outside world. No regular lessons were given, the instruction being incidental to the activities of their daily life together. Within a year she had also taught her to read the embossed letters in books for the blind, and before she was eight Miss Keller could read consecutive narrative in simple language. In 1890, when Miss Keller was only ten years of age, she received her first instruction in speech. Being deaf, this must naturally be imparted to her by special means. The initial lessons, eleven in all, were given by Sarah Fuller, principal of the Horace Mann School. Miss Fuller began by passing the child's hand lightly over her face, allowing her to feel the position of her tongue and lips when she uttered a sound. In a few lessons she had learned the six elements of speech: M. P. A. S. T. I. Before the eleven lessons were concluded the pupil could already utter words herself, although at first so indistinctly as hardly to be understood. But enough had been accomplished to enable Miss Sullivan to continue her tuition by means of constant practice. Gradually she learned to articulate distinctly enough to make herself understood, until today she speaks with a very slight and only occasional lisp or mispronunciation of words. Meanwhile, she had also been learning to write by the method employed in the schools for the blind, a grooved board under the paper which enables the pupil to write in a straight line. Later on this was supplanted by the typewriter, the method by which Miss Keller expresses her thoughts on paper today, quite as rapidly and as freely as any normal person. How rapidly Miss Keller's education progressed may be judged from her own description of her visit to the Columbian Exposition in Chicago, in 1893, when she was only thirteen. In her book, "The Story of My Life," she says: "I liked to visit the Midway Plaisance. It seemed like the Arabian Nights, it was crammed so full of novelty and interest. Mr. Higinbotham, president of the World's Fair, kindly gave me permission to touch the exhibits, and with an eagerness as insatiable as that with which Pizarro seized the treasures of Peru, I took in the glories of the Fair with my fingers. It was a sort of tangible kaleidoscope, this white city of the West. Everything fascinated me, especially the French bronzes. They were so lifelike, I thought they were angel visions which the artist had caught and bound in earthly form. At the Cape of Good Hope exhibit I learned much about the process of mining diamonds. Whenever it was possible I touched the machinery while it was in motion, so as to get a clear idea how the stones were weighed, cut, and polished." In October, 1896, Miss Keller entered the Cambridge School for Young Ladies, to be prepared for Radcliffe College. To a large extent, the tuition was accomplished through Miss Sullivan's interpretation, she also attending the classes. But many difficulties arose, which could not be met in this way, though eventually they were all



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overcome, largely through Miss Keller's own preseverance. Her studies during the first year were English history, English literature, German, Latin, arithmetic, Latin composition. Already she had made some progress in French and German. "Each day," says Miss Keller, in her autobiography, describing this period of her experiences, "Miss Sullivan went to the classes with me and spelled into my hand with infinite patience all that the teachers said. In study hours she had to look up new words for me, and read, and reread, notes and books I did not have in raised print. The tedium of that work is hard to conceive. That year I finished arithmetic, reviewed my Latin grammar, and read three chapters of Cæsar's 'Gallic War.' In German I read, partly with my fingers and partly with Miss Sullivan's assistance, Schiller's 'Lied von der Glocke' and 'Taucher,' Heine's 'Harzreise,' Freytag's 'Aus dem Staat Friedrichs des Grossen,' Riehl's 'Fluch der Schönheit,' and Goethe's 'Aus meinem Leben.'" In the summer of 1897 she successfully took the preliminary examinations for Radcliffe, passing in all subjects and receiving "honors" in German and English. In the following year a disagreement between the head of the school and Miss Sullivan caused a change to private tutors. But the final examination for entrance into college were passed successfully, in spite of the fact that the college authorities insisted on another interpreter than Miss Sullivan, her place being taken by Eugene C. Vining, one of the instructors at the Perkins Institute, with whom Miss Keller had had no previous acquaintance. The greatest difficulty was in geometry and algebra. In studying the former subject it had been necessary to arrange the diagrams specially for Miss Keller by means of wires spread over a soft cushion. Finally, in 1900, Miss Keller was enrolled as a regular student of Radcliffe College, no special favors having been shown her, and in due time, in 1904, she was graduated with the degree of A.B. Miss Keller is remarkable, not only in having accomplished with only three senses what others accomplish with the full five, but also in having done vastly more than that, for she has developed herself far beyond the limits attained by most normal people, even of the intellectual classes. A fluent writer, she has a pleasing and distinct style of her own, so that as an author alone she would have attracted attention. Mark Twain, who was personally acquainted with her, once said that the two most interesting characters of the nineteenth century were Napoleon and Helen Keller. The admiration with which she is now universally regarded is more than justified by what she has done. She has written: "The Story of My Life" (1902); "Optimism" (1903); "The World I Live In" (1908); "The Song of the Stone Wall" (1910); and "Out of the Dark" (1913).

HARTZELL, Joseph Crane, Methodist Episcopal missionary bishop for Africa, b. in Moline, Ill., 1 June, 1842, son of Michael Bash and Nancy (Worman) Hartzell. In William Penn's time four Hartzells emigrated to Pennsylvania from Germany and became the founders of the family in America, from every branch of which come distinguished churchmen, lawyers, soldiers, and social and political reformers. Young Hartzell felt his "call" to preach the gospel at an early age. A farmer boy, he left his father's home when seventeen years of age, to educate himself for the Christian ministry, for eleven years pursuing his ambition with untiring industry, and relying wholly upon his own exertions for financial support. In 1868 he completed a classical college course in the Illinois Wesleyan University, receiving the degree of A.B.; and, in the same year, a full course in theology at the Garrett Biblical Institute, Evanston, Ill., graduating with the degree of B.D. In 1863, while a student in Evanston, he rescued, in the face of grave danger, four survivors of a schooner wreck near the shore of Lake Michigan. No boat could live in the waves, it was said, and no person could live in the frigid water, but young Hartzell had been accustomed to practice swimming in the breakers after storms as a part of his physical exercises. In recognition of this heroic feat, the citizens of Evanston presented him with a full set of the New American Cyclopedia, and subsequently Congress took cognizance of his splendid service. He was ordained for the Methodist ministry in 1866, and his first pastoral charge was at Pekin, Ill. In February, 1870, he was transferred to New Orleans and for three years was pastor of St. Charles Avenue Methodist Episcopal Church in that city. For nine succeeding years he was superintendent of church, educational, and editorial work in New Orleans, and largely directed the evangelistic and educational work of his church throughout the Southwest. In 1873 he founded the Southwestern "Christian Advocate," which later was made and still is an official organ of the church, a weekly publication of extensive influence. The twelve years from 1870 to 1882 covered a most important period in the reconstruction era throughout the South. Necessarily Dr. Hartzell was brought into prominent relations with leading men, both in politics and in church life throughout the North and South, and his opinions and judgments were often sought as to policies and methods. As the representative of the forward movement of the Methodist Episcopal Church after the war, in the establishment of churches and schools among both white people and the lately enfranchised negroes, in a territory which other churches claimed as their own, and which had been active in sustaining the Southern Confederacy, he was at once the target for severe criticism, on the one hand, while on the other hand, as his influence increased, he was accepted more and more as the wise and trusted leader of a far-reaching work. He was never partisan in politics, frank in his loyalty to the government of the United States, and believed that to the freedman should be extended the opportunity for church, school, and remunerative employment. His editorials were models in expression of clear and definite conviction as to the duties of government—state and national—and of the church to all the people, irrespective of section or race. During frequent journeys throughout the Southern section, and once a year through the North, his addresses upon the racial, educational, and church problems of the South attracted wide attention. For

several years a member of the public school board in the city of New Orleans, he assisted in the organization of the city schools under modern methods. He was the administrator of large funds, placed at his disposal each year from missionary and other benevolent organizations of his church, and the remarkable and permanent development of church membership, properties, and institutions of learning, attested the wisdom of administration. In 1882-87 he was made assistant secretary of the educational work of his church for the entire South, and chief secretary until May, 1896. This made him the executive officer and superintendent of forty-five institutions of learning, twenty-two of them being among the white people, and twenty-three among the blacks. Among the latter there were eight schools of collegiate grade, several of them having other departments; there are two theological schools. In three medical schools (one white and two colored), more than two thousand have been trained in medicine. Altogether many thousands of both races were trained as teachers, ministers, lawyers, physicians, and in various forms of industry, about 12,000 being annually in attendance. While he was secretary, more than $2,000,000 was distributed, and the properties grew to a value of over $2,500,000. Dr. Hartzell was a delegate from Louisiana to the general quadrennial conferences of his church in 1876, 1880, 1884, 1888, 1892, and that of 1896, which elected him missionary bishop for Africa. As a constructive legislator his influence during these twenty-four years in the chief councils of the church was often manifest in securing the passing of important measures. The bishop entered upon his duties in Africa at an opportune time for large development in general missionary lines. The continent had been divided up; means of communication were everywhere extended, money and workers for missions were increasing and methods of administration improving. At the end of twenty years work has been greatly enlarged and strengthened in Liberia, in Portuguese East Africa, in Rhodesia; also among the Mohammedans in Algeria and Tunisia. In Angola on the west coast, a line of missions has been extended 800 miles into the interior. In 1909 he made a call for a special thank-offering of $300,000. President Roosevelt inaugurated the movement in Washington with his last address as President, in January, and when President Taft made the final address in December, over $330,000 had been raised. Bishop Hartzell advocates securing large areas of land at strategic centers, teaching the natives industries, the work of medical missionaries, and in co-operation with the national authorities in the development of good citizenship. The governments at London, Berlin, Paris, and Lisbon, and many colonial officers in Africa, have shown their appreciation of this attitude, and granted special concessions of lands and co-operation. At one time when a crisis arose with Germany over Liberia, in which Bishop Hartzell is especially interested, he was made the republic's special envoy to the United States and England, and, as the result of consultations with President McKinley and Lord Salisbury, a joint diplomatic note was addressed to Germany which settled the difficulty. The republic made the bishop a knight commander of the Order for the Redemption of Africa, in recognition for this important service. Bishop Hartzell has received degrees as follows: A.M., Illinois Western University, 1871; D.D., Allegheny College and Illinois Wesleyan University, 1878; LL.D., Grant University and Hedding College, 1890. He was married in Chicago, Ill., November, 1869, to Jane, daughter of John Breese and Margaret Culver. They have had four sons and one daughter, of whom three sons survive: Dr. Joseph Culver, Rev. Dr. Morton Culver, and Robert Culver Hartzell.

WRIGHT, Wilbur, aviator, b. in Dune Park, Ind., 16 April, 1867; d. in Dayton, Ohio, 30 May, 1912, son of Milton (a bishop of the United Brethren Church) and Susan Catherine (Koerner) Wright. He was educated in the high schools of Richmond, Ind., and Dayton, Ohio. In the days of his small beginnings in the science of aviation, Wilbur Wright, together with his brother Orville, repaired bicycles in a shop at Dayton. The brothers pulled on the same kite string that flew their first aeroplane after it had refused to leave the ground with a man aboard. The only person who entered the close friendship of the brothers was their sister Katherine. The brothers had her join them in Europe in time to receive the congratulations of King Alfonso in 1908, after Wilbur's flying had electrified Spain, and Miss Wright remained with them throughout their early trials at Fort Myer, Ga. When the accident occurred in which Orville was seriously injured, his sister, a trained nurse, became his constant hospital attendant. In 1903 Wilbur Wright and his brother Orville began to devote their time to the production and perfecting of a heavier-than-air flying machine for which patents were later granted in the leading countries of the world. Their first test with the Wright Bros.' aeroplane was made at Kitty Hawk, N. C., in 1903; two years later their first successful long-distance flight occurred near Dayton. The world now began to realize that the Wright brothers had produced something entirely new, with whose principles it was unacquainted. Aviators suddenly sprang up everywhere, gaining more of the general attention than either of the brothers. In 1909 Wilbur said: "They have all copied us as much as they could, but as yet they still use twice the power, and even then they are not able to produce results equal to ours." People were slow to comprehend that these new aviators were attempting to steal by early appropriation the fruits of the brothers' labor. All the world cheered Delagrange as he skimmed a few feet above the earth in 1908. Wilbur and Orville Wright for five years had made

more than 100 flights in 1904 alone on the outskirts of Dayton, and had never received a single write-up in the papers, except jocular ones. The brothers knew that these unheralded, unnoticed flights had gone vastly further in achievement than any of the French flights that were stirring the world. They knew that they had achieved a speed of forty miles an hour, had carried a weight of 750 pounds, and had flown twenty miles over a straightaway cross-country course in 1904. In 1906, after all persons to whom the Wrights had applied for funds had turned a deaf ear, they heard that the French government had become interested in their experiments, and that a commission, representing a powerful French syndicate, was coming over to investigate their claims. At that time all the machines they had used in experimenting were broken, and they had reached the end of their cash resources. Katherine Wright now came forward with her savings as a school teacher and furnished the money with which to build an aeroplane to exhibit before the Frenchmen, who were delighted. They were the first men really to honor the Wrights, and asked for an option on the French patent rights and made glowing promises as to the reports that they would make to their backers. Meanwhile Octave Chanute had gone to France with a magic-lantern lecture meant to attract attention to the World's Fair, then being planned for St. Louis. Among his pictures were many scenes of the Wright brothers in flight, showing everything about the machine that a picture could show, and Chanute described in his lecture the manner in which the boys controlled their machine in the air and told how successful they were with it. The lecture was innocent in purpose, but it was perhaps the most disastrous thing with which the Wrights had to contend. When it came, years later, to a test of the Wright patents before the officials of the German Patent Office they were able to sweep aside with the greatest ease all claims of various "fathers of flight" whom the German airmen had brought forward to prove that their "experiments" were founded upon the work of predecessors in Germany. But they failed to sweep aside proofs that Chanute had described the Wright inventions. The patent office officials called to their assistance an old law that declared no patent valid for any device whose nature had been made public by the inventor, or had become public in any manner, before the application for a patent. And on that slender ground the Wrights were ruled out and forced to appeal to the higher courts. On the finances of the Wrights the Chanute lecture had a blighting effect. The Frenchmen cut off all negotiations and allowed their option on the Wright patents to run out. Wilbur then went to France. The French fliers were tipping over at every flight and smashing their machines. Wilbur gained a hearing from the French and pitched his camp at Auvours. Four days after Orville fell at Fort Myer, Wilbur took the air in France and circled the field for ninety-one minutes. Before half the flight was done, with its series of long glides and dips and figure eights, the Frenchmen were in a frenzy of delight. Here was something compelling to them, and they yielded the first public adulation the Wrights had ever received. The French company decided that after all there was a good deal more in the Wright machines than had been divulged through the photographs. They offered again the price for patent rights that had been allowed to lapse the year before and Wilbur received a sum sufficient to put the Wrights on a safe operative basis. In 1909 the tide turned toward the Wrights. Orville made a success in Germany as marked as had been Wilbur's conquest of France. Orville in Germany rose 750 feet in the air; Katherine, who had gone abroad with him, became the world's first airwoman, and for a long time the holder of the world's record for continuous experience as a passenger, although Mrs. Hart O. Berg, of Paris, was the first woman to ascend in a Wright machine. On 13 May, 1909, the Wright brothers returned to this country. The Aero Club had a medal struck off, and on June 11 President Taft presented it at a White House function in the presence of many noted Americans and the members of the diplomatic corps. "Perhaps I do this at a delayed hour," declared the President in bringing forward the medal as the first American recognition. Wilbur Wright ceased flying in 1910, and thereafter gave his entire attention to experimental work, and to suits over patents in this country and fliers in Germany and France. In November, 1909, a corporation with a capitalization of $1,000,000 was formed to back the Wrights in their plans to manufacture aeroplanes at Dayton. The company provided that Wilbur and Orville Wright must defend their patents against all infringements. In speaking of the Wright aeroplane, Wilbur Wright said: "Our machine is superior to all others. The Wright biplane is efficient not only in its economic use of power, but also in its maneuvering qualities. The biplanes of Voisin and Farman are about the same size as ours. It is noticeable, however, that they use double the power and travel at less speed. The small power that is required to drive the biplane, in comparison with all other aeroplanes, is the most pronounced proof of its superiority. The Voisin and Farman machines require a fifty-horsepower motor to drive them at a speed of thirty-six to thirty-eight miles per hour, while a twenty-five-horsepower motor suffices to drive the Wright at a much greater speed. The distinction is very largely caused by the difference in the application of power. A single propeller revolving at very high speed drives the Voisin, Farman, Curtiss, Blériot, and other successful aeroplanes. In the Wright, however, two propellers revolving in opposite directions are used. It has been the common custom in the design of aeroplanes in Europe to provide a rear fixed surface to act as a tail, as it has been generally considered that this adds to the stability and makes the aeroplane safer. The Wright machine has no such provision, and because of this has frequently been severely criticized. If a machine with a tail or a rear fixed horizontal surface is directed upward by means of a horizontal rudder, there will be a tendency for the machine to resist the action of the rudder before it rises; and then after it has been inclined upward by its rudder it will tend to continue rising in that direction for some time, even after the rudder has been reset

in normal position. This tendency of a machine to resist any alteration in the direction of its course is due to the action of the tail, which always tends to keep the machine in its plane of motion. A tail steadies a machine wonderfully, but it decreases the promptness and precision of maneuvering and renders it dangerous. The movement of a Wright machine in the air shows the promptness of the correction of lateral balance. When the machine 'heels over' to the side it is brought back in a short, quick motion to an even keel, and responds instantaneously to the operation of the lever by the aviator. The horizontal rudder of the Wright machine has the air surfaces, and is placed well in front. It is mounted on a frame in such a manner that it is 'thrown off center' when moved. The construction of a Wright machine is such that when turned up the plane is arched above, and when placed normally it is perfectly flat. The curved surface lifts more and exerts a greater action than a plane one, so that the rudder is more effective for its size, due to curvature, while in a central position its flat form decreases the resistance. In this characteristic lies another superiority of the Wright machine over all other types. The vertical rudder at the rear is placed in the center and between the two propellers, so that the draught from the propellers passes on either side without encountering it. The rudder has two planes, and for turning is moved in conjunction with the tilting of the machine. Its position and size are carefully proportioned to the rest of the machine, and give the limit of effectiveness with the least dragging effect. The planes on the Wright machine are thick, and all structural parts are covered with fine canvas. The curvature is not eccentric in any way, and conforms to the general shape that aerodynamic experiment has shown to be efficient. In these features it is similar to almost all other aeroplanes." After a brief illness Mr. Wright died at his home in Dayton of typhoid fever. Immediately tributes to his greatness began to appear in all parts of the civilized world. The London "Standard" said: "If anybody in 1899 had suggested that these two young men (Wilbur and Orville) were likely to influence the future of the human race more deeply than any two monarchs or statesmen then alive, he would have been regarded as a lunatic. Yet so it has been; Wilbur Wright and his brother have gone far to erase frontiers and join the nations by links hitherto unknown. They may change the course of trade. They have already gone far to revolutionize the art of war by land and sea, and caused all the war offices and admiralties to remodel their strategy. They have compelled the great powers to equip themselves with squadrons and armadas of aerial vessels" The "Temps," of Paris, also said: "With Wilbur Wright disappears an amazing inventor, the first and most celebrated of all aviators. He was a genius who enabled the world to witness flight by mechanical apparatus, the secret of supporting which in the air he found before any one else." This editorial is all the more significant inasmuch as now, for the first time, the French press and people acknowledge that Wright was the father of aviation. Mr. Wright was honored with the degree of B.S. at Earlham College, Md., in 1909, and that of LL.D. at Oberlin College in 1910. He was awarded a gold medal by the French Academy of Sciences in 1909, and received many other recognitions of his leadership in the science of aviation. Mr. Wright was a member of the Aero Club of America. He was unmarried.

STEDMAN, Edmund Clarence, poet, b. in Hartford, Conn., 8 Oct., 1833; d. in New York City, 18 Jan., 1908. He was the son of Edmund B. Stedman, a merchant of Hartford, and Elizabeth C. Dodge, who was a sister of William E. Dodge, and who, subsequently to the death of Mr. Stedman, married William B. Kinney. The subject of this sketch was also related through his mother to William Ellery Channing, Bishop A. C. Coxe, President Cleveland, and Thomas Wentworth Higginson. He was prepared for college at Norwich, Conn., and in 1849 entered Yale, where he distinguished himself in Greek and in English composition. His poem of "Westminster Abbey," published in the "Yale Literary Magazine" in 1851, received a first prize. In his junior year he was suspended for irregularities, and did not receive his degree until 1871, when he was restored to his class, and received the degree of A.M. From 1852 to 1855 Mr. Stedman edited successively the Norwich "Tribune" and the "Winsted Herald." He then removed to New York City, where he contributed to "Vanity Fair," "Putnam's Monthly," "Harper's Magazine," and other periodicals, and finally drifted into journalism. During 1859 his "Diamond Wedding," "How Old John Brown Took Harper's Ferry," and similar lyrics appeared in the "Tribune." Their success led him to issue his "Poems, Lyric, and Idyllic" (New York, 1860). He joined the editorial staff of "The World" in 1860, and was war correspondent for that paper, 1861-63. Later he accepted an appointment under Attorney-General Bates, but in 1864 he returned to New York and relinquished journalism to adopt some pursuit that would leave him more leisure for literary work. A post in connection with the construction and financing of the first Pacific railroad led to his career in Wall Street. In 1869 he purchased a seat in the stock exchange and became established as a broker. His poetry at this period is included in "Alice of Monmouth, an Idyll of the Great War" (New York, 1864); "The Blameless Prince" (Boston, 1869); "Poetical Works" (1873). With T. B. Aldrich, he edited "Cameos" (Boston, 1874), selected from the works of Walter Savage Landor. He also edited, with an introduction, "Poems of Austin Dobson" (New York, 1880). About 1875 Mr. Stedman began to devote attention to critical writing, and contributed to "Scribner's Monthly" a series of sketches, which were later rewritten and published as "Victorian Poets" (Boston, 1875; London, 1876; 13th edition, with a supplement, bringing it down to 1887). In a similar manner he prepared "Poets of America" (Boston, 1886). With Ellen M. Hutchinson he edited a "Library of American Literature" in eleven volumes (1888-90). In 1891 Mr. Stedman succeeded Mr. Lowell as president of the American copyright league. In the same year he delivered the initiatory course of lectures of the Turnbull chair of poetry at Johns Hopkins

Truman H. Bartlett

original six towns of the New Haven colony, on the organization of that town on 29 Nov. 1639. In 1650 he removed to Easthampton, L. I., where he was later a member of the committee to turn that community over under the jurisdiction of Connecticut. In 1658 he was elected a magistrate of the General Court of Connecticut by his body there. In 1670 after Long Island had been ceded to Charles II. by a grant granted by the King to the Duke of York, Governor Nicoll, the representative of the Duke, issued a proclamation for a general meeting of deputies from the towns to convene at Hempstead, there to confer with him regarding the government of the province, and Thomas Baker attended this conference as the representative of Easthampton. Later he was

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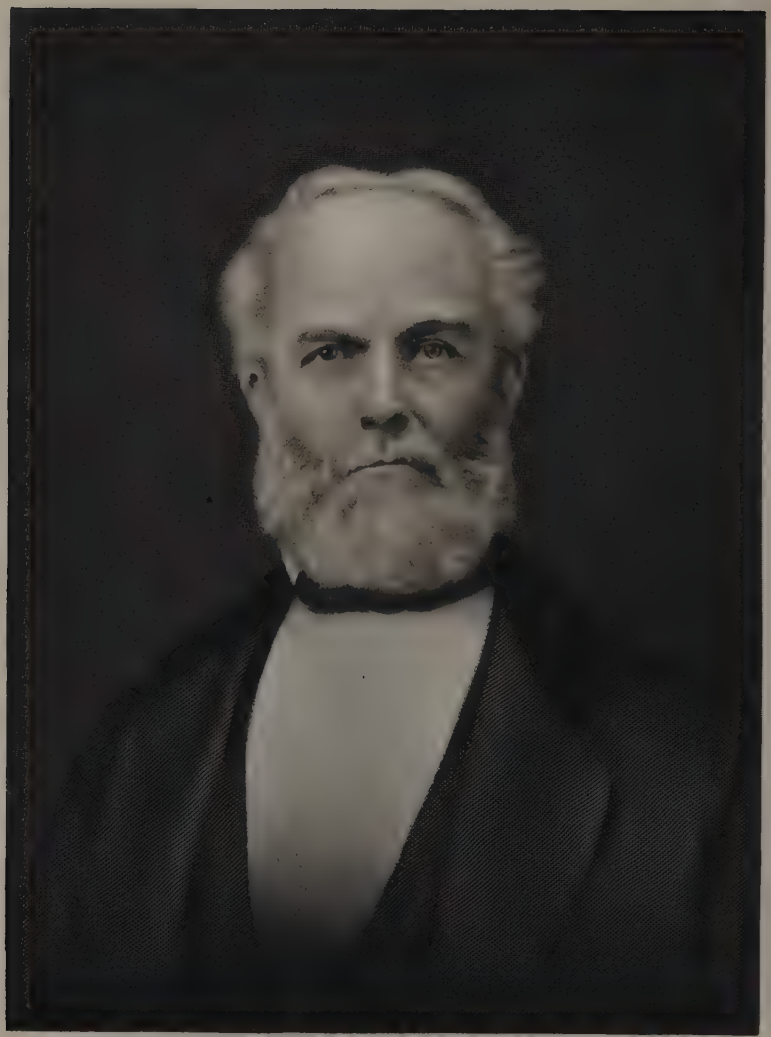
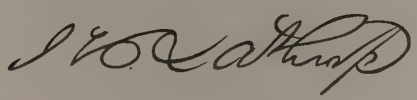
University. These lectures were repeated at Columbia College and at the University of Pennsylvania, and were afterward published in the volume, "The Nature and Elements of Poetry" (1892). In 1895 appeared "A Victorian Anthology." "An American Anthology" followed, the two volumes supplementing their editor's critical reviews of the poetry of Great Britain and the United States during the nineteenth century. In 1894-95 Mr. Stedman also edited and brought out, in conjunction with Prof. G. E. Woodberry, a definitive edition of Poe's works, in ten volumes, with a biography, and critical essays on Poe's tales, criticisms, and poems. In 1897 appeared "Poems Now First Collected." Mr. Stedman delivered many poems on public occasions, the most important of which are: "Gettysburg," 1871; the "Dartmouth Ode," 1873; "The Monument of Greeley," 1876; "The Death of Bryant"; "Meridan, an Old-Fashioned Poem" (read at the twenty-fifth anniversary of the Yale class of 1853), 1878; "Corda Concordia" (read before the summer school of philosophy), 1881; the "Yale Commencement Ode," set to music by Horatio Parker, 1894; "Mater Coronata," 1900. He was also engaged during many years on a complete metrical translation of the Greek idyllic poets. Other publications include, "Octavius Brooks Frothingham and the New Faith" (New York, 1876); "Hawthorne, and Other Poems" (1877); "Lyrics and Idylls" (London, 1879); "The Raven, with Comments on the Poem" (Boston, 1882). In 1891 Mr. Stedman received the degree of L.H.D. from Columbia, and in 1894 that of LL.D. from Yale. In 1896 he took up his residence in Lawrence Park, Bronxville, N. Y. In December, 1900, after a serious illness Mr. Stedman spent a few weeks in Bermuda. He had completed "An American Anthology," and the heavy draft upon his nervous energies was for a time abated. In the midsummer of 1905, after a lingering illness of two months Mrs. Stedman died, and the death of his elder son, Frederick Stuart, occurred in January of the succeeding year. The poet himself passed away 18 Jan., 1908. Five days later a meeting in his memory was held at Carnegie Lyceum, New York, at which Richard Watson Gilder presided. Poems were read by Harrison S. Morris and Robert Underwood Johnson, and addresses were delivered by Hamilton Wright Mabie, Col. William C. Church, and Seth Low. Aside from Mr. Stedman's achievements as a man of letters, his activity in the world of affairs were arduous and unremitting. His attention was about equally divided between literature and business; business was his necessary slavery, literature his happy freedom. His heart glowed fervently with the patriotism of literature. It was the inspiration of his "Library of American Literature," and it is found at large in both his poetry and prose. Mr. Stedman was greatly appreciative of art, particularly in its dramatic and musical forms. He was not only a poet, but interested in every worthy mode of artistic expression; hence he gave his attention to paintings, engravings, the drama, opera, and to whatever embellished and enriched the world as the outgrowth of the human mind. His instincts were of the finest, his ideals noble, and his high achievements in the realm of literature commanded admiration and wide respect in England as well as in America. His sympathies were wide and quick, his friendships choice and steadfast, and his love for his art was powerful and enduring: he was singularly generous in his assistance to his fellows in the craft. Mr. Stedman married Miss Laura Woodworth, of Norwich, Conn., 3 Nov., 1853.

BAKER, Frank, jurist, b. in Melmore, Ohio, 11 May, 1840; d. in Hartland, Wis., 9 July, 1916, son of Richard and Fannie (Wheeler) Baker. He was descended from a very distinguished New England ancestry; the first American representative of the family in this country was Thomas Baker, who came from Kent, England, in 1639, and was enrolled as a "free planter" at Milford, one of the original six towns of the New Haven colony, on the organization of that town on 29 Nov., 1639. In 1650 he removed to Easthampton, L. I., where he was later a member of the committee to turn that community over under the jurisdiction of Connecticut. In 1658 he was elected a magistrate of the General Court of Connecticut, by that body itself. In 1665, after Long Island had been ceded to the province granted by the King to the Duke of York, Governor Nicoll, the representative of the Duke, issued a proclamation for a general meeting of deputies from the towns to convene at Hempstead, there to confer with him regarding the government of the province, and Thomas Baker attended this conference as the representative of Easthampton. Later he was appointed foreman of the first grand jury in the province of New York and of the grand jury at the first court of assizes held in New York, in 1665. His son, Thomas Baker (2d), married Ann Topping, the granddaughter of Capt. Thomas Topping, who was a member of the first council of the first English governor of the province of New York, in 1665. Of this marriage was born Samuel Baker, who removed with his family to Branford, Conn., in 1728, where he became a merchant engaged in the West Indian trade. He was several times chosen selectman and, in 1765, was a deputy to the General Court of Connecticut. His son, Jonathan, married Mary Barker, the daughter of Deacon Barker, who was then the leading citizen of Branford, who was descended from the Huguenot, Peter Papillon. Their son, Samuel Baker, was captured by Indians as a youth during the first year of the Revolutionary War and by them carried a prisoner into Burgoyne's camp, where the boy was sold to an officer of the general's staff for $12.00. He remained with the staff of General Burgoyne as a mess boy until the army surrendered to General Gates at Saratoga. His release thus effected, he went home, where he remained until 1781, when, at the age of eighteen, he enlisted as a soldier in the Revolutionary army and saw considerable fighting against the British troops. After the war he settled in Tioga County, Pa., a few miles south of the New York line, being the first settler in the valley of Tioga. In 1794 he removed to Pleasant Valley, where he was elected assessor of the town of Bath at the first town meeting, in 1797, and was collector and supervisor of the town for many years. In 1813 he was commissioned first judge of

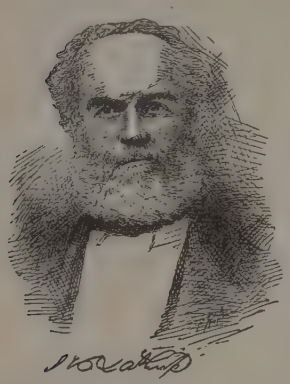
the Court of Common Pleas of Steuben County, N. Y., which he remained until 1817, when he was appointed surrogate of Steuben County. Judge Baker, the grandfather of the subject of this sketch, died 2 Dec., 1842, in his eightieth year. His wife, Elizabeth Daniels, was descended from a very old Dutch family. The maternal grandfather of Judge Baker (subject of this sketch) was a member of the State legislature of New York and was the only son of Capt. Silas Wheeler, an officer in the Rhode Island contingency during the Revolutionary War. Judge Baker's father, Richard Baker, was a prosperous farmer whose chief desire was to prepare his six sons for useful careers in the service of the country. Having passed through the public schools of his native town, Mr. Baker entered the Ohio Wesleyan University, at Delaware, Ohio, where he was graduated in 1861. On President Lincoln making his appeal for volunteers to suppress the rebellion in the Southern States, Mr. Baker responded eagerly and was enlisted as a private in the Eighty-fourth Regiment of Ohio Volunteers, in which he served out his term of enlistment. He then entered the Albany Law School, from which he graduated with full honors in 1863. Having passed his bar examinations, he opened a law office in Tiffin, Ohio, where he was engaged in a general practice until 1873. During this period he also served as county prosecuting attorney. He removed to Chicago, where he continued practicing until June, 1887, when he was elected, on the Democratic ticket, to the office of Judge of the Circuit Court. In 1891 he was re-elected, and again in 1897. In June, 1904, he was assigned to the Appellate Court Bench of the First District, where he served for six years, and by successive appointments thereafter served another seven years in this court. Judge Baker's decisions have been free from any taint of partisanship and, with very few exceptions, have been sustained by the higher courts. Although a Democrat, his impartial conduct was recognized by the Republicans to such an extent that they placed him on their ticket for a third election. His most enduring monument is the one which he erected for himself in his judicial writings. His first opinion appears in Vol. 108 of the Reports of the Appellate Court of the First District of Illinois and his opinions appear in all the subsequent volumes to the time of his death, ninety in all, covering a period of judicial service in that tribunal of thirteen years and a continuous active judicial service of twenty-nine years. In this large accumulation of judicial literature the legal profession will find its guides and landmarks, embodying, as it does, a vast store of judicial learning. "So long as the common law exists," said Justice Jesse Holdom, a member of this court, on the occasion of Judge Baker's death, "the opinions which Judge Baker wrote will be consulted as authoritative repositories of its principles, not only in this State but wherever the same rational system of jurisprudence may prevail. Judge Baker was hard-working painstaking, and conscientious in the discharge of his judicial duties. At *nisi prius* he was a terror to the lawyers who tried their cases without due preparation. He never attempted to conceal his impatience with this class of practitioners. Yet, under a brusque exterior he concealed a kindly disposition and a gentle nature. He was more than tolerant of the young lawyers and ever ready to aid over the rough places those who worked diligently. He was respected by the bar for his legal learning and attainments and the strength and probity of his character." Judge Baker's mind was essentially analytical and logical. He had a keen faculty for grasping the controlling principles involved and disentangling them from immaterial considerations and arriving without difficulty at a logical and correct result. This power to analyze cases and thereby to indicate the true principles by which the decision should be governed, rendered his assistance in conference particularly helpful to his associates. As an indication of the appreciation with which Judge Baker was regarded by his associates memorial services were held on 3 Oct., 1916, in the courtroom of the Appellate Court of Illinois for the First District, in Chicago, at which the Hon. William M. McSurely was the presiding justice. In characterizing his late associate, the Hon. Richard Clifford, a former judge of the Circuit Court, said on this occasion: "Judge Baker was a trained lawyer with a mind big and broad, and little use had he for pin points. He went directly to the marrow of the question. There was a turning point in every case, and he was quick to see it. His inquiry was always what was right, where was the justice of the case, and then he made up his mind what the law ought to be, and his first impression was usually correct. His offhand opinion on a legal question was excellent. He was a diligent worker himself and he did not have much patience with a slovenly or lazy lawyer. His own training and study had been such as to make him accurate. For the first few years after his admission to the bar in Ohio he acted as clerk of the court, and he drew all his orders, and sometimes he used to say, when careless lawyers would present papers for him to sign, 'What is that?' It did not look like an order and it did not look like a judgment to him, a man who was so well trained and so thorough. In pleading he was unusually good and it did not take him long to decide whether a declaration was good or not. In so many ways he was a model judge; industrious, courageous, capable, honest, and impartial. He knew neither plaintiff nor defendant. It was of no consequence to him who the parties were. Some thought that his reputation grew since his elevation to the Appellate Court, but for myself, I always said of him, he was one of the best lawyers we had on the bench. He was an unostentatious and very modest man, never speaking of himself or of his position on the bench. He was a good scholar, but never prone in any way to display his learning. With the people he always stood high. He never courted popularity, nor did he ever try to gain public applause by any of his judicial opinions or utterances and no one can ever say that he tried to gain favor with the bar. During his long public service no one ever questioned his motives and he leaves behind an enviable record." In 1903 Judge Baker served as one of the arbitrators in a car strike in Chicago, with the result that he was





ever afterward regarded with great favor by the labor organizations. At one of his subsequent re-elections he was warmly indorsed by the Chicago Federation of Labor. In religious matters he was a Methodist. He was a member of the U. S. Grant Post, of the G. A. R.; of the Sons of the American Revolution; the Society of Colonial Wars; of the Royal Arcanum and of the Chicago Bar Association, and for many years, also, of the Iroquois Club. On 10 Nov., 1870, Judge Baker married Eliza Warner, of London, Ohio. They had two children: Ethel (Mrs. E. L. Andrews) and Nora (Mrs. S. M. Kochersperger).

LATHROP, John Hiram, educator and university founder, b. at Sherburne, Chenango County, N. Y., 22 Jan., 1799; d. in Columbia, Mo., 2 Aug., 1866. In 1815 he entered Hamilton College, Clinton, N. Y., but after two years changed to Yale College, where he was graduated in 1819. Through a tutorship at Yale he was able to pursue his studies in the Law Department, but soon concluded that his inclination was not for the law. He then turned his attention to education, and in which field his service was continuous for more than forty years. After connection with various institutions of New England, as teacher and principal, he was, in 1830, made professor of mathematics and natural philosophy at Hamilton College. In 1835 he was promoted to the Maynard professorship of law, civil polity, and political economy. In 1840 he was elected first president of the University of Missouri, and thus gave up his cultured associations in the older East to become a pioneer in the cause of liberal education in what was then the Far West. The conditions of the time are well illustrated in the fact that it required six weeks to make the journey from New York to the town of Columbia, in Central Missouri. The university existed only in the appropriation of land made for its establishment, and upon President Lathrop devolved the task of calling it into real life, superintending the erection of buildings, overseeing the sale of land, and maturing plans for a complete and thorough course of study. It was the direct result of his arduous labors through eight years that the Missouri University was permanently organized, was equipped with a large central building which compared favorably with the best university buildings of the time in the East, and was established with facilities for instructing and courses of study of the highest standard. In 1859 Dr. Lathrop was elected chancellor of Wisconsin State University, and entered upon his duties at Madison in the fall of the same year. Here his skill and experience as an organizer of the State educational system were brought to bear upon much the same condition of things as he had found in Missouri some years before. He has been properly credited with bringing order out of chaos, and before he left Madison the campus was improved with a fine college hall, and an enduring basis laid for the later prosperity of the university. In the meantime, he had been twice offered the presidency of the Indiana State University, and after ten years' residence in Wisconsin he accepted the position. He remained there only a year, however, and resigned his heavy administrative responsibilities in order to take a professorship in the Missouri University. Thus, in 1860, he returned to his first Western home, and remained there during the closing years of his life. The University of Missouri encountered many hardships during the period of the Civil War, and in the task of keeping up the work of its several departments during those years Dr. Lathrop's previous experience was summoned to many of the practical administrative responsibilities, so that he was acting president for four years, and in 1865 was officially confirmed as president. Largely due to his initiative, schools and departments for the various professions and arts were established in connection with the general academic department. He was still engaged in the great work of organization and upbuilding when stricken with a fatal attack of typhoid fever. On the campus of the Missouri University there now stands Lathrop Hall, one of the dignified buildings of the college group and used as a students' dining club. Thus there is a permanent memorial of the first president of the university, and a fitting tribute to one the greatest educators of his generation. On 1 April, 1910, a woman's building, one of the finest on the campus of Wisconsin University, named Lathrop Hall, was dedicated with formal exercises. In the dedication program were quoted some extracts from Dr. Lathrop's inaugural address as chancellor, delivered in the Capitol Building at Madison, on 16 Jan., 1850, also from an address delivered by him before the State Agricultural Society at its first annual fair at Janesville, in October, 1851, and from the annual report of the university board of regents, dated 1 Oct., 1857, relating to the subject of co-education. Quotations from the inaugural address are as follows: "If I mistake not the signs of the times, and the genius and character of our people, it is on American soil that the threefold problem, what free institutions can do for education, and what education can do for free institutions, and what both can do for human progress, is destined to be most successfully and most gloriously illustrated. Wherever in our country the principle of free schools has been directly submitted to the test of popular vote, it has been carried triumphantly through. The American mind has grasped the idea, and will not let it go, that the whole property of the State, whether in common or in severalty, is holden subject to the sacred trust of providing for the education of every child in the State. Without the adoption of this system, as the most potent compensation for the aristocratic tendencies of hereditary wealth, the boasted political equality of which we dream is but a pleasing illusion. Knowledge is the great leveler. It



is the true democracy. Wisconsin may have the honor of solving for herself and for man the great problem of the best educational organism for improving, informing, and purifying the common mind, . . . a problem on which depends, more than on aught else, the progressive civilization of mankind. And if this State University be the chosen instrumentality by which Wisconsin shall discharge her duty to man, then shall it indeed accomplish a glorious destiny by ministering in no humble degree to the advancement of the cause of God in this world, which is none other than the cause of human intelligence and virtue—the great cause of an ever progressive civilization." In the second extract, Chancellor Lathrop closed an appeal to the farmers of the State to rally to the support of the university with these words: "It is a fact of world-wide celebrity that Wisconsin presents to the settler the physical elements of prosperity in rich profusion and beautiful combination. With its soil and climate unsurpassed—with its capacity for rapid settlement and early maturity—with its continued alternations, in just proportion of woodland and opening, of prairie, natural meadow and lake —and with the command of both the Eastern and Southern markets, it needs but the means of professional culture, thus carried to the door of the farmer through the system of public instruction, to finish what nature has so tastefully and so bounteously begun. Agricultural science, like all other sciences, is to be acquired by study and research. The discipline and the instruction of the school are essential to its seasonable and thorough acquisition. Without it the farming processes fall to the low level of routine and drudgery. With it, agriculture vindicates its undoubted claim to stand not only in the first rank of the experimental arts, but to take its position, side by side, with the learned professions in dignity, and honor, as well as in profit. Bring, then, the educational agencies of the State into harmony with the great objects of your association; follow up the auspicious beginnings of this day with ample provision for general professional culture, and you will leave an inheritance to your children, transcending all that you have felt or fancied of the destiny of Wisconsin. Education, gentlemen, is no mendicant. It begs nothing from your charity. Its proclamation to you is, 'Give, and it shall be given to you again; good measure, pressed down and shaken together, and running over, shall be returned to your bosom.'" Chancellor Lathrop's views on co-education, as contained in the third extract, were presented in the following words: "The completion of the central edifice will open the way to the admission of female pupils to the normal and the other departments of the University. It is a question now much agitated, whether the liberal culture of the female mind is an end most appropriately attained under the existing agency of separate educational establishments, doubling the array and quadrupling the expense of the instruction. The entire success which has attended the common education of the sexes in normal schools and the higher academies of the Eastern States goes far toward settling the question for the University. There is not wanting collegiate experience of some authority in the same direction, and the whole question is now in process of being conclusively tested at Antioch College, under the presidency of Horace Mann. It may be alleged that public sentiment in Wisconsin is not yet ripe for dispensing with separate female schools; still the board deem it right to prepare to meet the wishes of those parents who desire university culture for their daughters by extending to all such the privileges of the institution. The residence of the families of the faculty in the buildings, and the admirable conduct of the common hall, will render the membership of female pupils pleasant, economical, and safe." Concerning the scholarship and character of Dr. Lathrop it is pertinent to quote the following sentences from an article in the "National Cyclopedia of American Biography": "Dr. Lathrop possessed a clear, logical mind, capable of broad generalization and disciplined by years of critical study, his grasp of any subject being thoroughly comprehensive and exhaustive. He was an extensive writer, communicating with the public in lectures, pamphlets, addresses and the daily press upon a variety of subjects for which his varied learning and sound philosophy especially fitted him. Education, finance, free trade, international improvements, agriculture, besides the philosophies of his class lecture room, were some of the matters of general importance that engaged his pen from time to time. He carried on a large literary and social correspondence, and his letters might be taken as models of their kind. During his long and varied professional life, he filled every chair of instruction common to the universities of modern times, showing a rare extent and versatility of learning. His favorite department was the philosophy of morals. His lectures on ethics were an original and forcible development of the subjects combining and harmonizing the advanced views of modern thinkers with the fundamental proofs and faith of Christianity. It is to be regretted that in the busy routine of his life he failed to carry out his intention of editing in book form his system of ethics and other valuable knowledge to which he had given much thought and research. He held many advanced views, some of which were later sanctioned by the logic of events. Early in life he took the then startling position that there was no necessary connection between the professions of teaching and theology; that either the one or the other should absorb the entire energies of the man, as in law or medicine." In 1833 John H. Lathrop married Frances E. Lothrop. She was born in Utica, N. Y., 30 Jan., 1809, and died 18 Oct., 1893. She was a niece of President Kirkland, of Harvard College. Mrs. Lathrop is described by those who remember her as a lady of unusual vivacity and charm—her rare social gifts aiding the cause so ably served by her husband. Seven children were born of their marriage, four sons and three daughters. Two died in infancy. In the cemetery at Madison is a monument commemorative of the two who died in early manhood. Three are still living: Mrs. William Medill Smith and Mrs. Charles C. Ripley, of Kansas City, Mo., and Gardiner Lathrop, of Chicago.

REMINGTON, Frederic, painter, sculptor, and writer, b. in Canton, N. Y., 4 Oct., 1861; d. in Ridgefield, Conn., 26 Dec., 1909, son of Seth Pierrepont and Clora (Sackrider) Remington. He was of English descent, his first American ancestor having come to this country from England about 1640. His father, Col. Seth Pierrepont Remington, served with distinction in the Civil War; was editor of the Ogdensburg (N. Y.) "Journal"; was at one time collector of the port at Ogdensburg, and a politician of prominence in the northern part of New York State. Frederic's father had marked out for him a career in journalism, but the youth desired to be a soldier. He attended a private school in Ogensburg, then Bishop Hopkins' School at Burlington, later the Highland Military Academy at Bennington, Vt., and finally a similar institution at Worcester, Mass. At these schools he displayed such marked artistic ability that his father was advised to send him to an art school. When he was seventeen years of age he had modified his ideas on the subject of a military career, and entered the Yale Art School, where he received his first training in the rudiments of artistic expression. After a course in that institution, during which he gained a reputation in Walter Camp's celebrated football team, he came to New York and continued his studies at the Art Students' League. He remained at the League until the death of his father in February, 1880, and then went west for the purpose of buying a ranch and satisfying his abiding longing for a life on boundless plains and among untrammeled spirits. Soon after his arrival in the then untamed West, Mr. Remington's idea of gaining wealth on a ranch had perished. He saw the West of the desperado, the buffalo, the savage Indian, and the flood of gold that he had pictured in his mind fading away before the advance of civilization, but before it had vanished he had grasped a knowledge of the whole which he later reduced to a pictured history, such as no one before him had successfully essayed. He lost the little money that was to have been the cornerstone of a fortune, and then applied himself to depicting of the open country that he loved. After spending a year in the West he came to New York City and entered upon his art career. Although he met with many of the artist's usual discouragements, his success was remarkably swift, and when he was thirty years old he was one of the foremost artists in the country. It might be said that he had begun a school of his own. His work appeared in "Harper's Weekly," "Century Magazine," and other leading periodicals here and abroad, and he illustrated a score of books dealing with affairs in the West. With a broad yet sure treatment of his military and frontier subjects, he imparted to his hundreds of pictures an action that was lifelike but long was regarded as novel. Mr. Remington accompanied Poultney Bigelow to Russia, Germany, and Algeria. He was with General Miles during the Sioux campaign in 1890-91, and was in Cuba throughout the Spanish-American War, immediately prior to which he spent ten days on the "Iowa" with Admiral Robley D. Evans. His illustrations, paintings, and bronzes were of Indians, cowboys, soldiers, and frontiersmen as he had seen them in many and varied experiences. He illustrated Colonel Roosevelt's "Ranch Life and the Hunting Trail." Among the best examples of his late work are, "Fired On," which was recently purchased for the National Museum; "Shotgun Hospitality," "The Scare in the Pack Train," "The Night Halt of Cavalry," "The Lost Warrior," "The Blanket Signal," "Among the Led Horses," and "The Hunters' Supper." His pictures of horses, for which he is known throughout the world, are remarkable for their photographic exactness of action. One of these, of which thousands of copies have been sold, is "Roosevelt's Charge at San Juan," which he made soon after he returned from picturing the war in Cuba. The same action entered into his work as a sculptor, which was a later development in his artistic life. Some of his bronzes are familiar to art lovers everywhere. Among the most famous are, "The Bronco Buster," "Off the Range," and "The Wounded Bunkie." His novels and short stories were excellent. His love for the country amounted to a passion, and he could not endure life in the city through a prolonged period. He purchased a dwelling in New Rochelle, where he lived surrounded by his dogs and horses, but as the population increased, and the town extended toward his property, he moved to his beautiful home at Ridgefield, Conn. He was a member of the U. S. Cavalry Association, and of the Players, Lambs, and Union League Clubs. He was also an associate member of the National Academy of Design, and a member of the Institute of Arts and Letters. He received the degree of Bachelor of Fine Arts at Yale in 1900. Mr. Remington married 1 Oct., 1884, Eva Adelle, daughter of Lawton and Flora Hoyt Caton, of Gloversville, N. Y.

WINSLOW, John Bradley, chief justice of the Supreme Court of Wisconsin, b. in Nunda, Livingston County, N. Y., 4 Oct., 1851, son of Horatio Gates and Emily (Bradley) Winslow. The Winslow family came to this country in 1629, its earliest representative in New England being Kenelm Winslow, a native of Droitwich, Worcester, England, who settled first in Plymouth and later (1641) in Marshfield, Mass. From Kenelm Winslow and his wife, Eleanor Adams, the line of descent runs through their son, Kenelm, and his wife, Mary Worden; their son, Samuel, and his wife, Mary King; their son, Thomas, and his wife, Rebecca Ewer; their son, Thomas, and his wife, Dorothy Marsh; their son, John, and his wife, Mary Van Deusen. John Winslow, who was the grandfather of John B. Winslow, was a soldier in the War of 1812. Horatio G. Winslow (1820-93), a civil engineer by profession and a graduate of Union College, was in 1852-53 engaged in the work of laying out one section of the Marietta and Cincinnati Railroad. Later he became a book merchant in Racine, Wis., and for ten years acted as superintendent of the public schools of that city. From 1874 until 1877 he served as one of the regents of the University of Wisconsin. The son attended the public schools of Racine, and later entered Racine College, Racine, Wis., where he was graduated A.B. in 1871. He began his law studies in 1872, in the law office of O. E. Hand, and continued them in the office

of Fuller and Dyer. In 1874 he entered the law school of the University of Wisconsin, and was graduated LL.B. in June, 1875. In 1874 the University of Wisconsin honored him with the degree of LL.D., and in 1900 he was the recipient of the same honor from Lawrence University, Appleton, Wis. After completing his law course Judge Winslow settled in Racine, where he engaged in the practice of law as a member of the firm of Fuller and Dyer, a connection which he retained until 1877. From the beginning of his practice he enjoyed the confidence and respect of his fellow members of the bar, and, on account of his eminent qualifications and fine ability as an attorney, won notable success. In 1879 he was called to his first public position as city attorney of Racine, in which capacity he served with energy and ability until 1883. In April of that year he was elected circuit judge of the First Judicial District, his judicial duties beginning in January, 1884, and in 1889 was re-elected to the same office without opposition. His association with the Supreme Court of Wisconsin, which was to extend over a period of more than twenty years, began with the expiration of his term as circuit judge, in May, 1891, when he was appointed associate justice of the Supreme Court, to fill the place of Hon. David Taylor, deceased. In April of the following year Judge Winslow was elected to fill the unexpired term of his predecessor, which expired in 1896. In April, 1895, he was re-elected for a full term, expiring in 1905, and again elected for a term of ten years more. His elevation to the chief justiceship of the State of Wisconsin occurred on 30 Dec., 1907, when, upon the death of Chief Justice Cassody, he came into the office by reason of his seniority of service. A man of strong political convictions and a Democrat in party affiliation, it is worthy of note that Judge Winslow practically owes his position to the opposing forces; for the First Judicial District, which he represents in the Wisconsin Supreme Court, has always been Republican, and it is said that, regardless of party influence or prejudice, President Taft at one time had him seriously under consideration for a justiceship of the Supreme Court of the United States. During his long term of service there has never arisen the slightest criticism of either Judge Winslow's pre-eminent qualifications or fitness for his position. He has a distinguished, dignified presence, a fine, critical, and yet conservative mind, and a true appreciation of the responsibility and opportunity for the exercise of just and right principles, which his high office carries with it. As a jurist he has made a record for impartial wisdom rarely equaled, and is notable for his ability to judge on the merits of both sides of a case. His decisions are, without exception, of clear, judicial reason and clear, persuasive argument. The records of the Wisconsin courts show that some of the strongest rulings of the last decade have been handed down by Judge Winslow. Although his professional and judicial duties have necessarily absorbed much of his time he has filled several other public positions, including the presidency of the American Institute of Criminal Law and Criminology during the years 1911 and 1912. He is the author of a comprehensive and excellent history of the Supreme Court of Wisconsin from 1848 to 1890, under the name of, "The Story of a Great Court"; also a legal text-book in two volumes, entitled "Winslow's Forms," which is a collection of forms and practices under the Code. Judge Winslow is a member of the American Bar Association, and is a director of the American Judicature Society. The degree of LL.D. was conferred on him by the University of Wisconsin in 1894, and by Lawrence University in 1900. He married 19 Jan., 1881, Agnes, daughter of Martin Clancy, of Racine, Wis. They have six children: Horatio Gates, John Seymour, Edith Agnes, Clarinda Louise, Emily Bradley, and Mary Isabel Winslow.

KITTREDGE, Lewis Harris, manufacturer, b. in Harrisville, N. H., 18 June, 1871. He was educated in the public schools and in the New Hampshire State College, at Durham, where he was graduated B.S. in 1896. He immediately accepted a position with the New York Belting and Packing Company of Passaic, N. J., with whom he continued for about a year, then obtaining employment with the Peerless Manufacturing Company of Cleveland, Ohio. Here he made rapid progress, rising from one position of trust to another until, in 1899, he was made secretary and manager. Two years later he was also made treasurer of the firm. In the following year the firm was reorganized and became the Peerless Motor Car Company, but Mr. Kittredge still continued in the same offices he had held with the old corporation. Two years later he was elected vice-president. Finally, in 1906, he became president and this position he has maintained ever since. In the gradual development of the Peerless Motor Car Company may be traced the evolution of the automobile industry of America. It had its origin in the manufacture of certain articles which constituted a link in the chain which connects the automobile, in an evolutionary sense, with primitive forms of locomotion. The parent firm, the Peerless Manufacturing Company, was a large manufacturer of bicycles, when that vehicle was the most popular means of conveyance. Then came the development of the motor, followed by the appearance of the automobile, which gradually began superseding the bicycle. About 1900 the Peerless Manufacturing Company began manufacturing parts for several firms which had begun to turn out automobiles of American make. A year later it secured the full right to build the De Dion Bouton "motorette," under the De Dion patents, and for a year afterward this car was turned out from the corporation's Cleveland plant. Then came the reorganization, an enlargement of the plant, and the new company began producing its own cars: the Peerless make. The first Peerless automobiles had only two cylinders, with a vertical motor located under a bonnet in front, which has since become a universal feature. The demand for these new cars expanded with great rapidity. Meanwhile improvements were constantly being made and the car developed to a greater degree of excellence. In 1904 it became imperative to make extensive additions to the Cleveland plant, and new grounds were acquired, at East Ninety-third Street and Quincy Avenue, upon which were erected a

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whole series of new buildings devoted to the manufacture of the new car. This policy of expansion has been continued ever since. The original two-cylinder car was soon replaced by a car of a new design carrying four cylinders. Later cars of six cylinders were also turned out. In the manufacture of this type of car the Peerless Motor Car Company may be considered among the pioneers in this country. It was also the first to introduce into the United States the improvement of a four-speed transmission, and of bevel-gear rear axle with dished rear wheels, on which design it holds several patents. More recently it introduced the side-entrance tonneau, being the first to build this type in commercial quantities in this country. It was also a leader in adopting electric lighting and electric starting, by means of separate electric motors. During this early period the Peerless Motor Car Company gained a good deal of attention through those competitive events which brought the automobile more vividly into the public eye. It was with a Peerless machine, the "Green Dragon," that Barney Oldfield became famous throughout the country. With this car he met and conquered all comers, and so established the high reputation of the Peerless car for speed and endurance. Previous to withdrawing from the annual Glidden tour, a policy which was followed by the majority of manufacturers, the Peerless Motor Car Company had several times made a perfect score in those contests. With the outbreak of the European War the company has adapted itself to the foreign demand for military motor trucks, and has been largely concerned in supplying such vehicles to several of the belligerent governments, notably that of Great Britain. It may be said, with full justice to all concerned, that the great success of the Peerless Motor Car Company has in no small measure been due to the exceptional personality of its president, Mr. Kittredge. He is a man of almost prophetic insight into the future of trade conditions within the limits of his own special field. Deceivingly youthful in appearance, he is, nevertheless, possessed of the mature judgment of a much older man. Aside from this, he is essentially a man of quick action, with superabundant energy and an apparently inexhaustible vitality. With the same breadth of view with which he is able to study the demands of a newly developing market, he is able to view the needs of a great manufacturing plant, and to comprehend the relation of its parts to each other with one glance of the eye, and then to maintain the picture before his mind. In this capacity lies his extraordinary ability as an executive, for, having the mutual relations of the various units of his organization vividly before him, he instinctively knows the functions of each, and what must be done to maintain it at the highest point of efficiency. Finally, Mr. Kittredge is essentially progressive, ever ready to take a reasonable risk, to project his imagination beyond existing conditions. He is venturesome, within certain limits, rather than imitative, and to this quality of its president may be ascribed the fact that the Peerless Motor Car Company is in the fore rank of automobile manufacturers, ever pioneering in advance of the rank and file behind it. Mr. Kittredge finds his relaxation from his business exertions in his social life. He is a member of the Clifton, the Union, the Mayfield, the Cleveland Athletic, and the Cleveland Automobile Clubs.

BALDWIN, Simeon Eben, governor of Connecticut, b. in New Haven, Conn., 5 Feb., 1840, son of Roger Sherman and Emily (Perkins) Baldwin. His earliest American ancestor was John Baldwin, who settled at Guilford, Conn., in 1636, but in 1660 removed to Norwich, Conn. Governor Baldwin's grandfather, the Hon. Simeon Baldwin, was a Representative in Congress, and an associate judge of the Supreme Court of Errors of Connecticut. His father was governor of the State during the term from 1843 to 1845 and U. S. Senator from 1847 to 1851, being also one of the founders of the Republican party. Enoch Perkins, his maternal grandfather, was a prominent lawyer of Hartford, Conn., mayor of that city for one term, and later state's attorney. Mr. Baldwin's earlier education was obtained at the Hopkins Grammar School, New Haven, after which he attended Yale College, being graduated with the class of 1861. Then followed a law course at both Yale and Harvard, after which, in 1863, he was admitted to the bar. In 1869 he was appointed instructor at the Yale Law School, which position he held for three years, when he was appointed to the professorship of law in Yale University, an important position which he has continued to fill ever since. These positions, however, did not debar him from beginning and developing a private practice which has extended into Massachusetts, Rhode Island, and New York. In the same year that he was appointed to his professorship, Mr. Baldwin was appointed a member of a State commission to revise the education laws of the State. This was followed by another appointment, in 1873, on a commission which was intrusted with the task of revising the general statutes. Always against much of the circumlocution attending the old-time practice and application of the law, Mr. Baldwin was one of the leaders of the tendency toward a simplification of legal procedure in Connecticut. Nor was he alone in the feeling that the State stood in need of some sort of a modification of its legal practice, in this direction, for in 1878 it became strong enough to crystallize into the appointment of a commission to devise ways and means toward effecting it. Of this body Mr. Baldwin was a member. And when the plans had been completed and another body was appointed to carry them into effect, Mr. Baldwin was again elected to participate in the work. That his efforts toward legal reforms were successful seems obvious, from the fact that in 1885 he was once more chosen member of a commission with a further task of revision before it, this time to devise a more equitable system of taxation. The final report of this body was prepared and written by Mr. Baldwin. Such a commission was again appointed in 1915, with Mr. Baldwin as its chairman. In 1893 he became associate justice of the Supreme Court of Errors of Connecticut, thus filling the same office once held by his grandfather. In 1907 he became chief justice of the same court, and retained this office until 1910. After his retirement he was nom-

inated for the governorship of the State, and the result was his election. For four years, from 1911 to 1915, he was chief executive of his native State. Besides being the originator of the reforms in civil procedure in Connecticut, Mr. Baldwin was also the founder of graduate instruction in law in the United States and the first organizer of the American Bar Association, of whose Bureau of Comparative Law he is now director and of which he was president in 1890. He has also been president (1899) of the International Law Association, in which office he succeeded Sir Richard E. Webster, attorney-general of England; president of the American Historical Association (1905); of the Association of American Law Schools; of the Connecticut Academy of Arts and Sciences (1905-15); of the American Political Science Association (1910); of the American Society for the Judicial Settlement of International Disputes (1911-12). Finally, he was put in nomination for President of the United States by the Connecticut State Democratic Convention, in 1911, and received the votes of two States in the National Democratic Convention at Baltimore. In 1914 he was the Democratic nominee for U. S. Senator, but was defeated at the polls, though he had two thousand more votes than the Democratic nominee for governor. In 1891 Mr. Baldwin was awarded the degree of LL.D. by Harvard University; in 1911 the same honorary degree was awarded him by Columbia, by Wesleyan in 1912, and by Yale in 1916. Besides numerous addresses and shorter articles on legal subjects, Mr. Baldwin has written: "Baldwin's Cases on Railroad Law" (1896); "A Digest of the Connecticut Law Reports" (1896); "Modern Political Institutions" (1898); "Two Centuries Growth of American Law" (co-author, 1901); "American Railroad Law" (1904); "The American Judiciary" (1905); and "Education and Citizenship" (1912). On 19 Oct., 1865, he was married to Susan Winchester, the daughter of Edmund Winchester, a merchant of Boston. They have had two children: Roger Sherman Baldwin and Mrs. Helen B. Gilman, wife of Dr. Warren Gilman, of Worcester, Mass.

LEA, Henry Charles, historian and publisher, b. in Philadelphia, Pa., 19 Sept., 1825; d. there 24 Oct., 1909. His father was Isaac Lea, naturalist and publisher, and his mother a daughter of Mathew Carey. He was educated in his native city, principally by a tutor, Eugenius Nulty by name, a profound scholar and exacting pedagogue, and for a short time also in Paris, France. Although not graduated by any university, he acquired a most thorough grounding in the classical and modern languages, also, largely through his father's influence, in the natural sciences. His training, in short, was eminently calculated to develop the tastes and abilities of the broad and profound scholar. In 1843, at the age of eighteen, he entered the office of his father's firm, the publishing-house of Mathew Carey, with which he was continuously associated until his retirement from business life in 1880. Even before the completion of his studies, Mr. Lea had already begun his career as an author and original investigator in the realms of nature and scholarship. His mind was remarkably precocious, but, contrary to the rule too often holding in cases of youthful genius, his subsequent career made good his early promise. Perhaps his earliest published production was a paper, "Manganese and Its Salts," which appeared in "Silliman's Journal," in 1838, his thirteenth year. It was based on original chemical researches, and showed remarkable ability in the youthful investigator. But his mind seemed as versatile as it was profound, and his researches in the quite distinct fields of science, literature, and history were equally worthy the acceptance of the leading periodicals of the day. Between 1843 and 1846, no less than sixteen lengthy and laborious articles appeared in the current magazines under Mr. Lea's name. Notable among these were: "Some New Shells from Petersburg, Va.," in the "Transactions of the American Philosophical Society" for May, 1843; "Greek Epitaphs and Inscriptions," in "The Knickerbocker," of New York for August, 1843; "Leigh Hunt," a critical article in September, 1844, and "Certain New Species of Marine Shells," in November, 1844, and a series of six articles, "Remarks on Various Late Poets," in the "Southern Literary Messenger," during 1845-46. During this period also he contributed numerous reviews on literary and classical topics. In 1847 a serious illness, occasioned by too strenuous mental activity, necessitated a prolonged period of recuperation, after which he occupied himself principally with the affairs of his publishing business for several years. In the late "fifties" he resumed his literary work, with several able articles contributed to current reviews, and, thereafter, specialized on certain phases of medieval life, religion, and jurisprudence, that had received only cursory treatment by previous historians. The first of his memorable volumes on medieval history was his "Superstition and Force: Essays on the Wages of Battle, the Wages of Law, the Ordeal and Torture" (1866), compiled from studies previously contributed to the "North American Review" and other prominent periodicals. His other works, all elaborate and extensive, followed in surprisingly rapid succession. Notable among these are: "History of Sacerdotal Celibacy" (1867); "Studies in Church History: the Rise of the Temporal Power, Benefit of Clergy, etc." (1869); "History of the Inquisition in the Middle Ages" (3 vols., 1888); "Religious History of Spain Connected with the Inquisition" (1890); "Formulary of the Papal Penitentiary in the Thirteenth Century" (1892); "History of Auricular Confession and Indulgences" (3 vols., 1896); "The Moriscos of Spain" (19—); "History of the Inquisition in Spain" (4 vols., 1906-07); "History of the Inquisition in the Spanish Dependencies" (1908). At the time of his death he was engaged on an elaborate and extensive "History of Witchcraft," which, to the permanent loss of historical scholarship, he was unable to complete. In addition to these bulky and exhaustive volumes, Mr. Lea published many pamphlets and articles. Among these may be mentioned his "Bible View of Polygamy," written as an offset to Bishop Hopkins' "Bible View of Slavery"; "The Indian Policy of Spain," a warning to the peo-

ple of America, and "The Dead Hand," utilizing the experiences in the Philippines and elsewhere, on the evils of ecclesiastical tenure of land. Mr. Lea's sources of information were often obscure, to be found only in manuscripts in the great libraries of Europe. To make such available for his use he constantly employed copyists, who transcribed them entire. By this means he collected an extensive library of manuscript books, which at his death were designated to the University of Pennsylvania. The value of his labors was so highly esteemed by scholars that every possible assistance was rendered him by the great libraries of the world. The University of Oxford voted him the exceptional privilege of using any manuscript work in the Bodleian Library, permitting some of its most valued treasures to be sent to him in America. In addition to his arduous literary efforts, Mr. Lea was active in public affairs and was a member of several learned societies. He rendered valuable assistance in the movement for securing an international copyright. He was president of the Historical Society of Pennsylvania and of the American Historical Association; a member of the American Philosophical Society, the Philadelphia Academy of Natural Sciences, and a director of the Library Company of Philadelphia. In 1888 he donated an addition to the Philadelphia Library Building, and also donated buildings to the Epileptic Hospital at Oakbourne, Pa.; and a building for the bacteriological department of the University of Pennsylvania. The degrees of Ph.D. and LL.D. were conferred on him by the Universities of Giessen, Pennsylvania, Harvard, and Princeton.

SESSIONS, Henry Howard, inventor, b. in Madrid, N. Y., 21 June, 1847; d. in Chicago, Ill., 14 March, 1915, son of Milton and Rosanna (Beals) Sessions. His earliest American ancestor was Alexander Sessions, who emigrated to this country from England, in 1669, and settled on a tract of land near Andover, Mass. He bore a full share of privation and made heroic efforts to lay the foundation for our free institutions. From him the line of descent is traced through his son, Joseph; his grandson, John; and his great-grandson, Rufus Sessions, and his wife Asenath Hall, parents of Milton Sessions. Henry H. Sessions was educated in the public schools of his native town, and at an early age revealed a natural inclination for mechanical pursuits. At the age of fourteen he began his memorable railroad career, which continued with uninterrupted success for more than fifty years. His first employment was under his father, who was master car builder of the Vermont Central Railroad, and at the age of twenty-three he left this position to become master car builder of the Rome, Watertown and Ogdensburgh Railroad, now a part of the New York Central System. His early career was marked by close application and energy, and it was not long before he acquainted himself with the various mechanical features in railroading. In 1879, at the age of thirty-two, he resolved upon seeking place and fortune in the great West; and leaving Watertown, N. Y., made his way to Texas, where he obtained a position as superintendent of cars with the International and Great Northern Railroad, making his headquarters in Palestine, Tex. One year later he was appointed superintendent of cars for the entire Gould system of railways, and in 1885 removed to Pullman, Ill., where he obtained employment as superintendent of the Pullman Company, manufacturers of the famous sleeping-cars. In 1886 he was made manager of the Pullman car shop and factory. Mr. Sessions was an excellent mechanic, and devoted much of his time to the interests of his employers. He was never content with mere blind imitation, and loved to produce work as perfect as possible. In 1892 he invented the vestibule, or anti-telescoping device, now used on the platforms of passenger cars, the air brake for street cars, and other devices in general use on railroads. In 1898 he terminated his connection with the Pullman Company, and became a director and vice-president of the Standard Coupler Company of New York, with which company he remained until his death. Under patents granted to Mr. Sessions, the Standard Coupler Company began the manufacture of the standard steel platform for passenger cars. Before the advent of the all-steel cars, conceded to be a life and property saving device, it became the standard of practically all the railroads in the United States and Canada. The Sessions Friction Draft Gear for absorbing the shocks of trains, which is in very large use, was another important contribution by Mr. Sessions to the solution of railway problems, invented during his connection with the Standard Coupler Company. His fame will rest enduringly in the railway world upon his invention of the "vestibule" for day passenger coaches and sleeping-coaches, whereby, in conjunction with his "steel platform," the safety and comfort of the traveling public upon the railways were made more secure and luxurious than by any other two specific contributions to railway coach designs by any others. While, by the environment of his youth, he was led into the railway service, wherein he achieved notable distinction and wrought wondrously for the welfare of traveling humanity, he was a many-sided man, who might easily have won fame in other fields of endeavor. His mental endowment, which was brilliant, was supplemented by profound research, prodigious energy, and unflagging enthusiasm in the pursuit of knowledge. As a master craftsman he was widely known, but it was only to those who were privileged to know him intimately in his private and social life that his many other talents were displayed to their delight and by them were appreciated. As a student of nature he was most ardent, and concerning plant life, forest growths, and fruit culture, he was deeply versed. As a writer there came from his facile pen, for the delectation of his friends, both prose and poetry of a high degree of merit. To music he was, in his younger days, a devotee, playing several instruments with much technical skill, and he always reveled in the musical productions of the master musicians. He was an omnivorous reader of the best literature, and his mind was stored with choicest gems gleaned therefrom, which he could summon to his tongue's end at will. In the rendition of dialectics his range was wide, and his portrayal of racial

peculiarities of language was captivating. He did not lavish his confidence indiscriminately, but when his affections were once placed he grappled his friends to him with hooks of steel. His personal charities were numerous, far-reaching, and unostentatious, and his name appears among the contributors to every prominent organization for the relief of unfortunate and suffering humanity in Chicago. Political ambition seems never to have moved Mr. Sessions, although he faithfully discharged all the duties of citizenship. In 1872 he married Nellie L., daughter of Hiram S. Maxham, of Rome, N. Y.

THAYER, Nathaniel, clergyman, b. in Hampton, N. H., 11 July, 1769; d. in Rochester, N. Y., 23 June, 1840. The ancestors of the Thayer family in Massachusetts came with the earliest colonists from England. Thomas Thayer, with his wife Margery and three sons, settled in old Braintree about 1630. Like so many of the original New England families, the branches of the Thayer family became numerous, extending by marriage into wide genealogical connections. Rev. Ebenezer Thayer was born in Boston, 16 July, 1734; was graduated at Harvard College (of which he was for a long period an officer) in 1753; and settled as the minister of Hampton in 1792. His wife, Martha Cotton, was a daughter of Rev. John Cotton, of Newton, and a direct descendant of John Cotton, the first minister of the First Church, Boston. These were the parents of Rev. Nathaniel Thayer, D.D., who was graduated at Harvard College in 1789, and was settled in the Unitarian ministry, as pastor of the First Congregational Church in Lancaster, Mass., from 1793 until his death in 1840—a period of over fifty years. His early childhood and youth were passed under the parental roof, where he received those deep impressions which led him to form that perfect propriety of deportment and seriousness of manner that marked his later years. At a suitable age he was sent to Phillips Academy, Exeter, where he was one of the first class of pupils ever offered by that institution to Harvard College. The special friends and intimates of Dr. Thayer, in college or later, were men of honored and cherished remembrance: President Kirkland and William Emerson, his classmates; Thatcher, Freeman, and Lowell, of Boston; Holmes of Cambridge, Professor Ware, Osgood of Medford, Bancroft of Worcester, Ripley of Concord, and Allen of Northborough. He filled for one year the office of tutor, and received the highest honors in his profession from the same institution in 1817. He entered upon the study of divinity with the Rev. Dr. Osgood, of Medford, at the same time taking charge of the grammar school in that town. After a year he returned to Cambridge, and continued his theological studies under Rev. Dr. Tappan. Dr. Thayer was from the first a liberal Christian. The principles of toleration were engrained in his heart. Religion lay in his mind, not encompassed with subtleties, but in a simple and rational form. The first scene of his ministry was Wilkes-Barre, Pa., where he spent nearly a year as a private teacher in the delightful family of Col. Timothy Pickering, then Secretary of War. In 1793 he began his ministry in Lancaster. Before his settlement there he had been invited to the society in Church Green, Boston. Having at Lancaster a numerous congregation scattered over a large extent of territory, he gave to it all the energy of his heart and mind. For many years he was without a rival as a popular preacher, and was often called away from home. There could scarcely be an ordination, even far beyond his own neighborhood, without him. During his life he sat on no less than 150 church councils; not seldom in association with his venerated friend, Dr. Bancroft. He preached the Artillery Election Sermon in 1798, and the annual sermon before the legislature of Massachusetts in 1823. When Lafayette, as the nation's guest, made his triumphal tour through the country, he was addressed by Dr. Thayer in a manner peculiarly happy. Dr. Thayer was the founder of the Lancaster Association of Ministers, which was organized 14 April, 1815. Dr. Thayer's hospitality was large and generous. His doors were thrown widely open, and the friend and the stranger alike were invited to sit at his table and repose beneath his roof. To the inmates of his dwelling he was kind and considerate, and in the more intimate relation of husband and father he was gentle and affectionate. Dr. Thayer enjoyed a green old age, continuing in the exercise of his ministerial functions to the close of his life. Many of his discourses were published. Becoming somewhat debilitated at length, he set out to travel for health and pleasure, spent a week at Saratoga Springs, then pursued his course by easy stages toward Niagara Falls, but was arrested by death at Rochester, N. Y. Dr. Thayer married 22 Oct., 1795, Sarah, daughter of the Hon. Christopher Toppan, of Hampton, N. H. They were the parents of eight children.

DURYEA, Harmanus Barkulo, sportsman and philanthropist, b. in Brooklyn, N. Y., 13 Dec., 1863; d. at Saranac Lake, N. Y., 25 Jan., 1916, son of Harmanus Barkulo and Mary (Peters) Duryea. The name of Duryea originated in France as De Deuilly and held the original spelling from the eleventh to the fifteenth century. Mr. Duryea was descended from several of the oldest and most prominent American families of Dutch origin. His paternal progenitor, Joost Durye, came from the Palatinate on the Rhine in 1675, with his wife, Magdalena Le Febre, both of French Huguenot extraction, and settled in the Province of New Netherland, now New York. He purchased a farm at New Utrecht on Long Island, which he sold 5 Oct., 1681, for thirty-two hundred guilders and a new wagon. He settled on disputed land between Newtown and Bushwick, where he died about 1727. He was taxed in Bushwick in 1683 and 1693, and was on the census of that town in 1698; took the oath of allegiance to the British government in 1687. His third son, Jacob Durye, baptized 21 Nov., 1686, resided in Bushwick and Brooklyn, where he died in 1758. In that year his executors sold his farm of one hundred acres. He married Catrina Polhemus, probably a daughter of Daniel and Neeltje (Vanderveer) Polhemus, and granddaughter of Rev. Johannes Theodorus Polhemus, the immigrant ancestor of the Polhemus family. The eldest child of this marriage, Joost (2d) Durye, b. 1709, was a farmer and millwright, residing in the southern part of Jamaica, L. I.,

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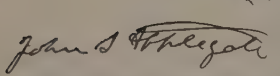
where he died 1775. He was married four times. His first marriage, about 1735, was to Willemtje, daughter of Albert James and Aaltje (Voorhees) Terhune, granddaughter of Jan Albertse and great-granddaughter of Albert Albertse Terhune, a ribbon weaver, who came from Holland to Amsterdam about 1650. Johannes or John Duryea, second son of Joost (2d) and Willemtje (Terhune) Duryea, was born 1739, and was a merchant in New York City, where he died 4 Feb., 1814. He married (first) 5 Nov., 1763, Sarah Barkeloo, daughter of Harmanus and Sarah (Terhune) Barkeloo, granddaughter of William Willemse, and granddaughter of William Barkeloo, who came from Broculo, in the Province of Gelderland, Netherlands, as early as 1657. John Duryea married (second), 4 Oct., 1771, Jannetje, youngest child of Corneles and Aletta (Brinkerhoff) Rapalye, of Hurlgate, a descendant in the fifth generation of Joris Jansen de Rapelie, a Huguenot, who came from Rochelle, France, in 1623 to Albany, and settled in 1626, in New Amsterdam. He purchased 325 acres of land of the Indians in Brooklyn, where now the United States Marine Hospital stands. His youngest child, Daniel Rapelje, b. 29 Dec., 1650, in New York, was an elder of the Brooklyn Church, and died 26 Dec., 1725. He married, 27 May, 1674, Sarah, daughter of Abraham Klock, b. 1651; d. 28 Feb., 1731. Their eldest child, Daniel Rapelje, b. 4 March, 1675, in Brooklyn, was a brewer in that town and a lieutenant in the militia. He removed to Newtown in 1771, and married there Agnes, daughter of Cornelius Berrien. Their second son, Cornelius Rapelje, b. 1702, married 30 Nov., 1727, Aletta, daughter of Joris and Annetje T. (Bogaert) Brinkerhoff, b. 13 April, 1704. Their youngest child was Jane Rapelje, who married John Duryea, of Jamaica, as above related. Her second child, Cornelius Rapelje Duryea, was b. 12 July, 1779, and d. 25 Sept., 1842. He married 2 Oct., 1805, Nancy, daughter of Harmanus Barkeloo, of New Utrecht. Children were Jane Eliza, Sarah Ann, John Cornelius, Harmanus Barkeloo, Aletta, Catherine, and Maria Louisa. General Harmanus Barkulo Duryea, son of Cornelius R. and Nancy (Barkaloo) Duryea, was a prominent citizen of Brooklyn, a leading lawyer, and attorney-general of the State. He married Mary Peters. He served also as court commissioner for Kings County from 1842 to 1846. He held the office of corporation counsel for the city of Brooklyn, N. Y., in 1843-47, and in June, 1847, was elected district attorney for Kings County, and was re-elected in 1850, serving until 1853. At the State election in 1857 he was elected a member of the State assembly, and in the following year was re-elected, being at that time the only Republican member of the assembly south of Albany. Harmanus B. Duryea, Sr., became associated with the State militia upon attaining his majority, and held the successive titles of private, lieutenant, captain, colonel, brigadier-general, and major-general in the second division of the National Guard of the State of New York. He not only served as a soldier, but as an advocate before the legislature in behalf of laws calculated to improve the service. Harmanus B. Duryea, Jr., was educated by tutors and at Harvard University, where he was graduated in 1885. Whereas, his half-brother, Samuel Bowne Duryea, became a citizen with a fondness for public work, Harmanus B., revealed at an early age a marked predilection for yachting. He began his yachting career by racing "sandbaggers" on the Shrewsbury River, and as early as 1893 introduced class boat racing. In that year he got up a class of eight 21-footers at Newport. Later he introduced a class of 30-footers, which raced with great success for five years at Newport and which won many races in Eastern waters. In 1900 four members of the New York Yacht Club built and raced four 70-foot yachts. The "Mineola" was owned by Vice-Commodore August Belmont; the "Rainbow" was owned by Cornelius Vanderbilt; the "Yankee" by Harmanus B. Duryea and Harry Payne Whitney, and the "Virginia" by W. K. Vanderbilt, Jr. These boats were built on the same design by Herreshoff, and all measured about 76.50 feet over-all, and all except the "Yankee" were handled by professional skippers, but the "Yankee" was handled by Mr. Duryea himself. Several of the larger clubs arranged special races for them, and the Newport Association arranged a series of ten races for a cup valued at $1,000, which was won by Mr. Duryea's yacht. The "Mineola" was the first yacht ready, and she was followed by the "Rainbow," "Virginia," and "Yankee." These boats raced around the sound in the spring and later all four boats met on 13 July, 1900, off Newport, R. I. The "Yankee" won this race, with the "Virginia" second, "Mineola" third, and "Rainbow" last. In all these races Mr. Duryea defeated the three professional skippers. That year the "Yankee" won also the Newport Series Cup, the Postley Cup, sailed off Larchmont, and two cups sailed for under the auspices of the N. Y. Y. C. After the racing season was over Mr. Duryea wrote to Commodore Vanderbilt, calling his attention to a violation of one of the racing rules. It was claimed that Captain Parker of the "Rainbow" had put on extra ballast, thereby increasing the yacht's length without having asked for remeasurement. The regatta committees disqualified the "Rainbow" and the cups were awarded to the yachts next entitled to them, but the owners of the other yachts declined to accept the cups. In the races in the 30-foot class held off Newport, R. I., that year, Mr. Duryea's yacht, the "Vanquero III," scored 36 points in 54 races. In a letter Mr. Duryea said: "N. S. Herreshoff was absolutely successful as a pioneer in everything pertaining to steam- and sailing-yachts, and that Mr. Herreshoff's system of rigging, sail, plan, model, and type emanated from his genius and directly influenced yachting in England, as well as in America." Mr. Duryea's fame as an international sportsman was first established in 1895, when he raced a two and a half rater at Cowes, and won 26 flags out of 32 starts. In the following year he was selected by the Earl of Dunraven to represent him in the America's Cup races. Later his interest turned to horse-racing, and it was not long before he became one of the foremost American patrons of the sport of breeding and racing the thoroughbred horse. His first thor-

oughbred venture was in association with Harry Payne Whitney, with whom he raced the Westbury stables. They purchased as a yearling and developed the famous "Irish Lad," one of the best colts that ever raced in this country. "Irish Lad" won many important events in this country, including the Brooklyn and Metropolitan Handicaps and the $20,000 Great Trial Stakes. At the Saratoga (N. Y.) racetrack "Irish Lad" maintained his winning form by capturing the famous Saratoga Special race. During this season the firm of Whitney and Duryea purchased the two-year-old "Acefull" and the remainder of the racing year witnessed a continuance of their successes in important events. After the death of William C. Whitney, in March, 1904, Mr. Duryea was asked to take control of the Whitney stables for that year. While running this stable he won the Futurity for Mr. Whitney with "Artfull" and many important stakes with "Tanya" and others. The success of "Irish Lad" won for Mr. Duryea considerable popularity in racing circles. In fact the success of his horses has probably not been equaled by any racing stable. After the passage of the anti-betting bill, which ended racing in New York State for a time, in 1908, Mr. Duryea shipped "Irish Lad" to France, together with a number of highly-bred brood mares, among them being "Armenia," "Ravello II," "Census," "Spectatress," "Frizette," "Mediant," and "Monroe Doctrine." In 1912 his "Sweeper II" won the 2,000 guinea race in England, his "Mediant" the Steward's Cup and Champion, and, in 1914, "Durbar II" won the Derby, being the fourth American-owned horse to win the blue ribbon of the English turf. "Durbar II" was a bay colt and was bred in France. This was a feat in horse-racing which won for Mr. Duryea wide distinction as an owner of marked ability, not only in racing circles in this country, but throughout the European continent. When the European War broke out in 1914 and racing in France ended, he presented to the French government the thoroughbred "Blarney" to be used for breeding purposes, and for whom, one year before, he had declined from the French government $60,000, and from the Russian government an offer of $60,000. Mr. Duryea devoted much of his time to worthy charities, and he contributed liberally to many of the war relief funds in this country and in France. It may, indeed, be said of him that his personal popularity and uniform successes in various fields had made him a leading figure among sportsmen during the past three decades. He was truly a versatile sportsman and a strenuous advocate of deciding races on merit alone. In looking back through his career one is impressed by the modesty of his sportsmanship, but he preferred to be represented by a good-sized stable. Mr. Duryea was recognized for many years as the best amateur cowboy in Arizona, California, and Wyoming. He was an extensive breeder of dogs and live stock. For many years he had made a specialty of breeding game cocks, and the representatives of his breeding were known and feared in the United States, Canada, and Mexico. Mr. Duryea owned a vast estate at Hickory Valley, Tenn., where he did more to educate and instruct the Southern farmer than had ever been done by any man or institution in this country. He taught them by illustration in the care of cattle, sheep, and hogs, by placing vats for "dipping" the animals to remove the ticks and other vermin. In 1911 he established the first short-horn cattle farm in Tennessee. Today there are 126 such farms in Tennessee, for his farm demonstrated and proved that as large and as good cattle can be raised in the South as anywhere in the United States, and that they can be raised more cheaply. Within six years he bought 14,000 acres of worn-out West Tennessee land and by rotation grazing with lespedeza and cowpeas he brought the land up to a point where it doubled its yield. Mr. Duryea was determined to see for himself what could be done in the way of growing beef cattle in the South. On the Duryea farm one can see cattle whose grandsires were dropped in the stable where now they gather at night. Four generations of cattle are already there, and the fourth generation promises to be bigger than the first. The cattle from the Duryea farm were exhibited in 1914 at fourteen fairs, and they won 134 first prizes, 72 second prizes, 56 championships, and 14 grand championships. The material reward which Mr. Duryea received from his agricultural activities in the South were of small importance. He cared nothing about it, but he did want to make the South self-sustaining and a creditor instead of a debtor country. The Memphis (Tenn.) "Commercial Appeal" in its issue of 25 April, 1915, said: "Mr. H. B. Duryea, on his farm at Hickory Valley, in Hardeman County, is doing more practical work for the State than all the Governors, Senators, Congressmen, and Legislators in three states." Mr. Duryea held membership in many exclusive clubs, among them the New York Yacht, Turf and Field, Brook, Westminster Kennel, Meadow Brook, Union, Racquet and Tennis, and Automobile Club of America. On 30 April, 1895, he married Ellen Winchester Weld, daughter of Thomas Bradlee Winchester, of Boston, Mass.

APPLEGATE, John Stilwell, lawyer, b. in Middletown, N. J., 6 Aug., 1837; d. in Red Bank, N. J., 10 Nov., 1916, son of Joseph Stilwell and Ann (Bray) Applegate. He came of one of the oldest New Jersey families, being a descendant of Thomas Applegate, a native of England, who was a freeman of Weymouth, Mass., in 1635, and in Gravesend, L. I., in 1647. Another ancestor, Sergeant Richard Gibbons, was a leading member of the first Jersey General Assembly in 1677. His mother was a descendant of Rev. John Bray, a Baptist minister who founded the first Baptist church at Holmdel, N. J. Others of Mr. Applegate's ancestors, among the most conspicuous men of their day, were Richard Stout and James Grover, of Monmouth patent fame, and Richard Hartshorne, William Lawrence, John Throckmorton, Nicholas Stilwell, and James Bowne—names famous in New Jersey annals as pioneer settlers and leaders in the making of the colony. Mr. Applegate was graduated at Colgate University, Hamilton, N. Y., in 1858, the year in which he attained his majority. He then entered upon the study of law; was student for a time in the office of

William L. Dayton, attorney-general, and was admitted to the New Jersey bar in 1861. He entered professional practice at Red Bank, where he has resided to the present time. His practice extended to the State and federal courts, in which he was recognized as one of the most capable lawyers in the State. He was connected with very many notable cases which have appeared in the official reports, and represented some of the most important private and corporate interests in New Jersey. From 1875 to 1879 he was associated in partnership with the late Henry M. Nevius, afterward a circuit court judge, who was a famous Civil War veteran, and in 1898 commander-in-chief of the Grand Army of the Republic. In 1884 Mr. Applegate formed a partnership with Fred W. Hope, which continued until 1901. In that year Mr. Applegate formed a partnership with his son, John S. Applegate, Jr., under the firm name of John S. Applegate and Son. While active in his profession, Mr. Applegate ever bore a useful part in public concerns. In 1862 he was elected school superintendent of Shrewsbury Township and was three times re-elected. A Republican in politics and an ardent patriot, he gave his strong support and liberal financial aid to the national government, and assisted in the recruiting of troops in his region for Civil War services. As special deputy of the Union League of America he organized a number of chapters of that order in various parts of the State. In 1865 he was a member of the Republican state committee, in the notably successful gubernatorial campaign of Marcus L. Ward. His confreres of that committee were Barker Gummere, Charles P. Smith, George M. Robinson, John T. Nixon, George A. Halsey, Socrates Tuttle, Major Pangborn, General Jardine, and Horace N. Congar; all of whom are now deceased. He was a strong factor in the incorporation of his town in 1871, was elected a member of its first council, of which he was elected president in the year following. In 1881 he was elected to the state senate, being the first Republican elected from his county to that body. In this phenomenal contest, so great was his personal popularity that he received a plurality of nearly a thousand votes, in a county which was then regarded as the chief stronghold of New Jersey Democracy. In the senate he was an active and efficient member. Among the bills inaugurated by him and duly enacted by the legislature was that requiring the public printing of the state to be awarded to the lowest responsible bidder. The practice had been to farm out such work as a reward for party service, and the new measure incurred the bitter hostility of many newspapers and influential politicians throughout the State. To the overthrow of this pernicious system Mr. Applegate exerted himself so successfully, and drew to his measure such abundant support, that it became a law by the unanimous consent of both houses of the legislature, effecting an annual saving of $50,000. He also drafted, introduced, and procured the enactment of a measure of the highest utility—a bill authorizing the smaller towns and villages to construct and maintain waterworks, and under which many municipalities organized and operated efficient systems of public water supply. Under this act he was appointed (in 1884) a member of the first board of water commissioners of Red Bank. He was primarily instrumental in inaugurating the water system of that city, and held the position on the board until 1905, when he resigned. For many years he was president of the first building and loan association of the Atlantic shore region of New Jersey. In 1875 he initiated a movement resulting in the institution of the Second National Bank of Red Bank; was chosen its first president, and served as such until 1887, and continued until his death a member of its board of directors. In 1882, upon the organization of the New York and Atlantic Highlands Railroad, he was elected president, and served as such until it was merged with the Central Railroad system. For many years he was a director of the Red Bank Gas Light Company. From 1907 until his death, Mr. Applegate was president of the Monmouth County Bar Association, and a member of the American Bar Association. He was also a leading spirit in various patriotic and historical bodies; having long been a member of the New Jersey Historical Society; a trustee of the Monmouth Battle Monument Association; a member of the New Jersey Society of the Sons of the American Revolution; a charter member and president of the Monmouth County Historical Association, and a life member of the New York Genealogical and Historical Society. He was an honorary member of the Regimental Association of the One Hundred and Fifty-seventh New York Volunteer Regiment, and in 1893 he wrote and published a memorial volume on "The Life and Service of George Arrowsmith," lieutenant-colonel of that regiment, who was killed at the battle of Gettysburg, and for whom was named Arrowsmith Post, Grand Army of the Republic, at Red Bank. Mr. Applegate was also a member of the Phi Beta Kappa Society, and a life member of the Delta Kappa Epsilon Club of New York City. In 1904 he received from Colgate University the honorary degree of LL.D. He was for fifty years a member of the First Baptist Church of Shrewsbury, at Red Bank, and was long president of its board of trustees. He was also a member of the New Jersey State Chamber of Commerce; author of the "History of the Monmouth Bar" down to 1861, published in 1911; and other historical and literary addresses, among which may be mentioned an address delivered at Red Bank in 1876, on the occasion of the centennial celebration of the founding of American Independence; also the annual alumni address at Colgate delivered in 1880.



He married, in 1865, Deborah Catharine, daughter of Charles Gordon Allen, a resident of Red Bank, and a prominent citizen of Monmouth County. His surviving children are Annie, a graduate of Vassar College in 1891, and the wife of Prof. Charles H. A. Wager, head of the English department of Oberlin College; John Stilwell, Jr., a graduate of Colgate University and Harvard Law School, and for five years prosecuting attorney of Monmouth County; Katharine Trafford, a graduate of Vassar College, class of 1897, and the wife of Francis J. Donald, Esq., of Broughty Ferry, Dundee, Scotland, where she resides.

KENNELLY, Arthur Edwin, electrical engineer and educator, b. at Colaba, Bombay, India, 17 Dec., 1861, son of David Joseph and Kathrine (Heycock) Kennelly. His father was a captain in the British naval service in Indian waters. Dr. Kennelly's early years were passed in India, but he was later sent to Europe, and was educated in France, Belgium, Scotland, and England, particularly at the London University College School. He took school prizes in the classics, English, and stenography. His determination to make electrical science his life work was fixed when he attended a public lecture on telegraph engineering, given at London in 1874, by the well-known electrical engineer, Mr. Latimer Clark. On leaving school at the age of fourteen, he became assistant secretary at the London office of the Society of Telegraph Engineers, which later became the Institution of Electrical Engineers. Here he enjoyed the welcome opportunity of studying electrical books in the Ronalds Library of that society. In 1876 he entered the service of the Eastern Telegraph Company at Porthcurnow, Cornwall, as a probational operator in signaling on the submarine cables of that company between England and the Orient. In 1877 he was sent to the Malta cable station of the company as telegraph operator and there worked for eight hours daily, while studying engineering and languages at spare times. A vacancy occurred on the electrician staff of the company's cable-laying steamer "John Pender" in 1878, and Mr. Kennelly was appointed assistant electrician on board the ship. This vessel was one of a fleet of cable steamers kept by the British Submarine Cable Companies on the business of laying and repairing cables in various parts of the world. In this engineering work, he achieved rapid promotion, and in 1880 he was appointed chief electrician on one of the cable ships. Between 1880 and 1887 he served in that position on board the cable steamers "Chiltern," "Retriever," "Great Northern," "John Pender," and "Electra," having charge of cable repairing and laying operations, jointly with their captains, along various shores between England and Bombay. He received the award of a gold watch from the Direct Spanish Cable Company, for participation in a swift repair of a cable in the Bay of Biscay, at a depth of 2,300 fathoms, in the winter of 1885-86. He was also awarded the third order of the Egyptian Mejedieh, by the Khedive of Egypt, in 1885, for participation in the operations of laying cable into Souakim at the time of the Soudanese campaign. He received an Institution Premium in 1887, and also a "Fahie" premium in 1889, from the Institution of Electrical Engineers for papers presented to that body, of which he was a student in 1876, associate in 1884, and member in 1894. He developed several original methods, partly alone, and partly in conjunction with others, for localizing faults in submarine cables. Some of these methods have come into regular use. He resigned from the service of the E. T. Company in 1887, as senior electrician of the ship staff, to take the position of principal electrical assistant to Thomas A. Edison in his then newly erected laboratory at Orange, N. J. He was appointed consulting electrician of the Edison General Electric Company in 1891, and of the General Electric Company in 1892. A number of experimental researches were carried on by him for these companies and Mr. Edison. A few of these researches have been published. Among others were papers on the heating of active conductors, read at conventions of Edison illuminating companies. In 1894 he resigned to enter into partnership with Prof. E. T. Houston, under the firm title of Houston and Kennelly, consulting electrical engineers, in Philadelphia. Since 1902 he has been professor of electrical engineering at Harvard University, and since 1914, also at the Massachusetts Institute of Technology. He has been director of the Research Division of the M. I. T. Electrical Engineering Department since 1915. In 1902 he was engineer in charge of the laying of the present submarine telegraph cable from Vera Cruz to Campeche, on behalf of the Safety Insulated Wire and Cable Company and the Mexican government. He received the honorary degree of A.M. from Harvard University in 1906, and the honorary degree of Sc.D. from the University of Pittsburgh in 1895, for electrical research. He was elected president of the American Institute of Electrical Engineers for the double term 1898-1900, of the Illuminating Engineering Society in 1911, and of the Institute of Radio Engineers in 1916. He has served on the Standards Committee of the A. I. E. E. since its inception. He is an honorary fellow of the National Electric Light Association, of the Electrical Society of New York, and of the American Electrotherapeutic Association. He was appointed on the faculty of the Medico-Chirurgical College of Philadelphia 1894-95. He is a fellow of the American Academy of Arts and Sciences, a corresponding member of the British Association for the Advancement of Science, and a member of the American Philosophical Society. He is a life member of the Franklin Institute and has served on several of its committees. He has given lectures by invitation of the London University in Great Britain, and of a number of universities in America (Columbia, Lehigh, Cornell, Purdue, Annapolis). He was appointed in 1912 a member of the Board of Visitors of the United States Bureau of Standards. He has served on juries of award at the expositions of Philadelphia, 1899; Chicago, 1893; Buffalo, 1901; and St. Louis, 1904, also on the International Montefiore Jury of Award in 1911. He was general secretary of the International Electrical Congress of St. Louis, and published its proceedings in conjunction with its treasurer, Lieut. W. D. Weaver. He was

W. W. Leedick

invited to attend the Chamber of Delegates at the Chicago Electrical Congress of 1893, was a vice-president of the Paris Congress of 1900, a section-chairman at the Turin Congress of 1911, and chairman of the Program Committee for the proposed San Francisco Congress of 1915, besides being a United States government delegate to the St. Louis and Paris Congresses. He received a diploma of honorable mention for inventions exhibited at the Chicago Exposition; also a medal and diploma from the St. Louis Exposition. He has served both as president and as secretary of the U. S. National Committee of the International Electrotechnical Commission, attending most of the international meetings of that commission. Mr. Kennelly since 1890 has published some twenty-four electrical text-books either himself or jointly with others. He has also contributed about 200 articles and papers in technical journals. His writings have dealt with alternating currents, radio telegraphy, electric illumination, electric heating, and the applications of mathematics to electricity. He has discovered and published, either himself or with collaborators, a variety of rules, laws, and methods, of electrical measurement and calculation. In 1903 he married Julia Grice, of Philadelphia. He has one son, Reginald Grice Kennelly, born in 1909.

BENEDICT, Henry Harper, manufacturer, b. at German Flats, N. Y., 9 Oct., 1844, son of Micaiah and Catherine (Stahl) Harper Benedict. Micaiah Benedict passed his entire life on a farm, which still remains in possession of the family, and is located about six miles from the city of Little Falls, N. Y. While his early opportunities were limited, he was so strong in personality and so keen in intellect that he learned more from observation and inquiry than many another has learned from a college course. He was, in fact, an eminent example of a self-made man, well versed in history and politics, and one of the leading arithmeticians of his time. In 1822 he was made a Freemason and, having become deeply interested in the craft, was a recognized leader in the lodges of Central New York. For a number of years he was one of three in this part of the State who were fully qualified to confer the degrees in full form and without use of the ritual. Doubtless no brother ever lived in Central New York who has conferred more degrees and in a larger number of lodges. He was Worshipful Master of Little Falls Lodge from 1851 to 1859 inclusive. His home was six miles distant from Little Falls, and seldom if ever did he miss a meeting, traveling sometimes on foot and sometimes with horse and wagon to attend the lodge. It is said that without his enthusiastic efforts and untiring attendance, Little Falls Lodge would have ceased to exist. His work did not cease with the Blue Lodge, for he was also King of Peter Brewer Chapter, Royal Arch Masons, located at Little Falls, the first Eminent Commander of Little Falls Commandery, Knights Templars, and the first District Deputy Grand Master of the Fourteenth Masonic District. The name, Benedict, is derived from the Latin Benedictus, blessed, well spoken of. Though unknown as a proper name in the Latin, it is common as such in those languages of modern Europe which are derived from the Latin, or are, from the prevalence of the Roman Catholic religion, sprinkled with Latin derivatives. Benedict, English and German; Benedek, Austrian; Benedetto, Italian; Bendito, Spanish and Portuguese; Benoit, French, and many other derivative forms. It undoubtedly became a proper name from the ancient custom of adding to, or substituting for a family name some striking individual characteristics, or the name of some patron saint. This custom prevailed extensively in the Romish church, and does to this day. The order of St. Benedict has been one of the most illustrious in the Roman Catholic Church, being distinguished for the number of great men, saints, writers, men of learning, of piety, and of high literary and moral culture, and persons worthy to be elevated to the thrones of the churches, which they have governed with great wisdom and probity. As far back as the beginning of the sixteenth century one William Benedict is mentioned in the records of Nottinghamshire, England, as a man of substance and member of a family that for several generations had been resident in that country. Thomas Benedict (1617-90), great-grandson of this William Benedict, emigrated to this country from England in 1638, settling first in Long Island and subsequently in Connecticut. He was an active member of the legislative bodies which existed at that time, and was appointed by the Colonial governor with one other to codify the laws of the Colony. In 1649, in company with three others, he purchased a large tract of land belonging to the town of Southold, L. I. Three years later he was appointed a magistrate by Governor Stuyvesant, and occupied the office of commissioner when Stuyvesant surrendered New York and its dependencies to the English under Col. Richard Nichols. For five years, from 1670 to 1675, he was a member of the assembly of the Province of New York. Thomas Benedict was one of the founders of the First Presbyterian Church in the Colony. Later in life he became interested with others in forming a settlement near what is now Elizabeth, N. J. James Benedict, a son of Thomas Benedict, settled in Danbury, Conn., where his son, James, was born in 1685, being the first male child born in that place. John Benedict, a grandson of James Benedict, Sr., was prominent in the administration of public affairs, being a captain in the militia and for many years a member of the legislature. At the close of the Revolutionary War, James Benedict, the son of John Benedict, removed to Ballston, N. Y., and in 1793 settled in Auburn, N. Y. Elias Benedict, son of James Benedict, of Auburn, was one of the first settlers of Herkimer County, N. Y., in 1790, when that section was far upon the frontier. He owned a farm in the wilderness, and erected one of the first houses in that section of the country. There his son, Micaiah, the father of Henry Harper Benedict, was born in 1801. Henry Harper Benedict attended the traditional little schoolhouse. When the three "R's" were mastered he tramped to the Little Falls Academy and later completed his studies at Fairfield Seminary, at the Marshall Institute, in Easton, N. Y., and at Hamilton College, where he was grad-

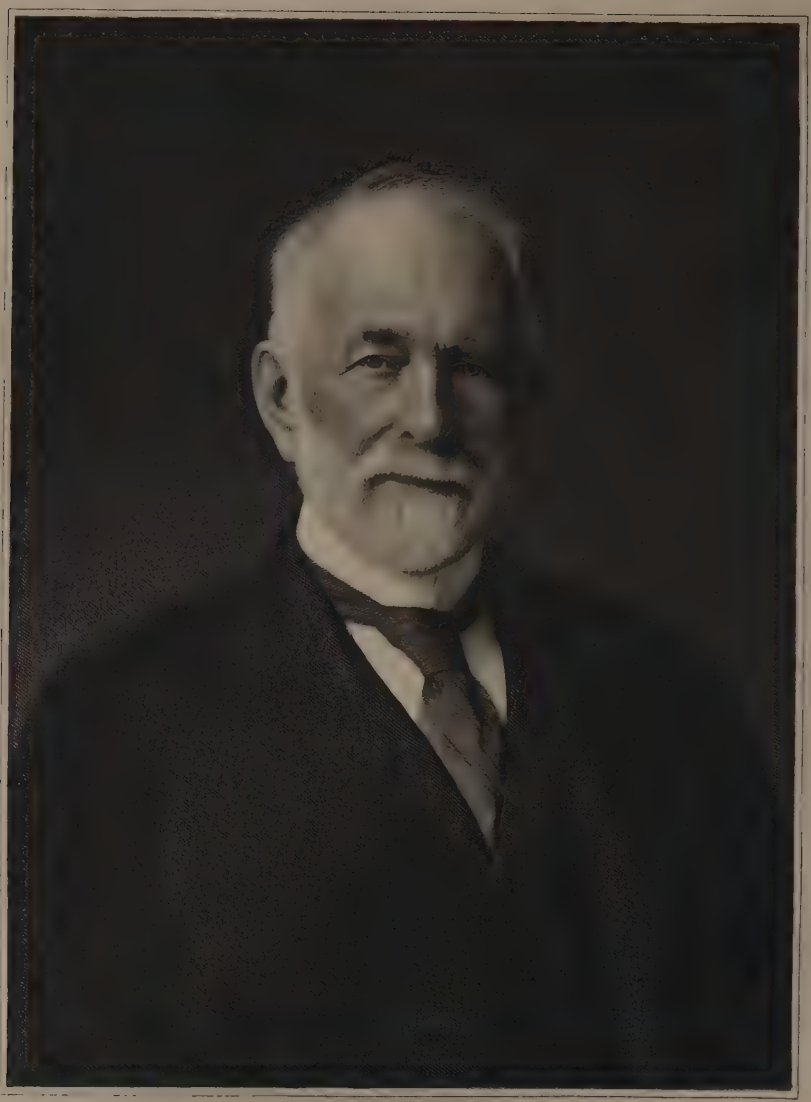
uated in 1869 with the degree of A.B. A few years later the degree of M.A. was conferred upon him. During part of the time that he was in college, Mr. Benedict was engaged as professor of Latin and higher mathematics in Fairfield Seminary. Immediately upon graduation he left the parental roof to face the sterner responsibilities and engage in the battle of life. By virtue of his untiring industry, unswerving integrity, and acknowledged ability, he has succeeded beyond his early dreams. It would be interesting to relate in detail how he struggled to obtain his degree at Hamilton College, where he has since been a trustee for many years; how he became a captain of industry; how he erected a beautiful building to add to the advantages of his Alma Mater; how he erected a hospital in the village of his early manhood—Ilion; how he has aided in the erection of churches, as well as helped many other religious and charitable enterprises. But among them all none of them add more to his own happiness than the fitting and furnishing of the Micaiah Benedict Memorial Lodge Room in the Masonic Temple at Little Falls, N. Y. Henry Harper Benedict began his business career as a bookkeeper in the employ of E. Remington and Sons, manufacturers of firearms and war material in Ilion, N. Y. Later he became a director in the company and treasurer of the Remington Sewing Machine Company. When James Densmore brought the typewriter to the attention of Philo Remington, in 1873, Mr. Benedict was quick to realize the possibilities of the machine, and he advised Mr. Remington to undertake its manufacture. The typewriter was invented by C. Latham Sholes, of Milwaukee. It was a crude and imperfect machine, and after considerable time and money were expended, W. K. Jenne, assistant superintendent of the Remington Company, succeeded in improving it mechanically. The Remingtons secured the exclusive right to make and sell it, made large expenditures in remodeling it, and adapting machinery and tools to its manufacture. It was the first successful writing machine ever produced. In 1874, more than 400 typewriters were sold, principally in the State of Ohio. It required considerable effort to convince the public that the typewriter was "not a toy," and for many years this phrase figured conspicuously in the company's advertising. In 1875 William O. Wyckoff, a court stenographer, purchased a Remington typewriter and applied himself diligently to the introduction of the machine into law offices and business houses. In 1878 the Remingtons placed the selling agency of the typewriter in the hands of the Fairbanks Company, but took it back into their own hands in 1880. By the advice of Mr. Benedict, Clarence W. Seamans was put in charge of the sales under the Fairbanks Company, and his services were retained under the Remingtons. Mr. Seamans became a very important factor in the typewriting business, with which he was prominently connected until his lamented death in May, 1915. In the spring of 1882 Mr. Seamans suggested to Mr. Benedict that he come to New York, and that they form a co-partnership for selling the Remington typewriters. The firm of Wyckoff, Seamans and Benedict was formed, and it entered into a contract with E. Remington and Sons to market their entire production of typewriters. This arrangement continued until 1886 when Wyckoff, Seamans and Benedict purchased the right, title, interest, and franchises, tools and machinery, of the Remington typewriter. Subsequently Wyckoff, Seamans and Benedict formed a corporation which has now a world-wide reputation as the Remington Typewriter Company. This company owns, manufactures, and markets not only the Remington typewriter, but the Smith Premier, the Monarch, and the Yost typewriters. The typewriters first manufactured were, of course, very simple in design and embodied none of the mechanical devices which today make them a necessary equipment in business, professional and even private life. As the name implied, they were merely writing machines, used only for straight letter and legal writing, and could not conveniently be used for statistical billing or tabulating work. They now include devices for selecting columns of figures, for releasing the paper feed pressure when removing the paper, and for automatically regulating the throw or feed of the cylinder for condensed billing on loose-leaf sales sheets, and also such features as end or side guides for properly locating the paper, and the open-throat construction for the front feeding and insertion of invoices. There were formerly no two-color ribbons for billing and legal work, and it was necessary to remove the ribbon when writing stencils, whereas now it is necessary only to touch a lever and the ribbon is automatically thrown out of the path of the type. Besides the regular correspondence machine, there have been developed a tax-billing machine used in comptrollers' offices throughout the United States, and the Remington cross-adding and subtracting typewriter, which is a combination of the adding-machine and the typewriter and is used extensively in railroad offices, for telephone toll bills, in hotels, etc. One hundred and fifty-six different languages can be written on the Remington typewriters, the machines being equipped with 117 different styles of type, and furnished with 1,011 different keyboards. The expansion and growth of the business have been coincident with the development and improvement of the typewriter. Represented in 1882 in only three different cities of the United States, the Remington Typewriter Company today has branch offices and agencies in over seven hundred cities throughout the world. During the past year over two hundred times as many machines were sold as in 1882, the number of factory employees being some fifty times as great. The present officers of the company are: Frank N. Kondolf, president; Archibald A. Forrest, first vice-president; John F. McClain, Francis E. Van Buskirk, George W. Dickerman, and William T. Humes, vice-presidents; William R. Morse, treasurer; George K. Gilluly, secretary. Mr. Benedict was president of Wyckoff, Seamans and Benedict from 1895 to 1914, and he was president of the Remington Typewriter Company from 1902 to 1913, when he retired from active participation in the business, though he is still a director of the company. Mr. Benedict is a man of attractive personality and a sympathetic kindly manner. As a citizen he enjoys

the universal confidence and respect of the community. In every work committed to his hands, in public or private life, Mr. Benedict has labored with diligence, perseverance, and efficiency, and wholesome practical results testify to the value of his services. He has always maintained great interest in the affairs of his Alma Mater, Hamilton College, and has been for many years a member of its board of trustees. Mr. Benedict has been a liberal contributor to the college, and in 1897 presented the institution with the Hall of Languages and the organ in the chapel. He is also a trustee of the Brooklyn Institute of Arts and Sciences, and of the American Scenic and Historic Preservation Society, and president of the New York Association of the Delta Kappa Epsilon Fraternity. Mr. Benedict retains a great interest in the village of Ilion, N. Y., where he resided for more than thirteen years. He built a hospital for the village, which at his request was named simply Ilion Hospital. Notwithstanding the great demands made upon his time, Mr. Benedict has been prominent in philanthropic enterprises. He inherited the fraternal spirit of Freemasonry of his father. On 19 June, 1915, the Masonic Fraternity of Little Falls dedicated a new Masonic Temple. It was on this occasion that the Micaiah Benedict Memorial Lodge Room, already referred to, was dedicated. It is generally conceded that this is one of the most beautiful and unique lodge rooms in the State. Certain of its features in the matter of decoration and illumination have been designed for this room alone. It is a splendid memorial to a splendid man and a worthy Mason. The services were attended by prominent Masons who came from various parts of the country to honor the memory of the late Micaiah Benedict and show their appreciation of his services to Freemasonry. While a resident of Ilion, N. Y., Henry Harper Benedict assisted in the organization of the First Presbyterian Church of that place, and of which he was elder, trustee, and treasurer. After his removal to New York he became a member of St. Thomas' Protestant Episcopal Church. Mr. Benedict is a man of genial and social temperament. He is a member of numerous clubs, among them the Union League, University, Grolier, Republican, Lawyers, Rembrandt, Pilgrims, Economic, Church, and International Garden clubs. He is a fellow of the Metropolitan Museum of Art; member of the Chamber of Commerce of the State of New York, American Museum of Natural History, National Security League, Society of the Sons of Oneida, Long Island Historical Society, New England Society, New York Historical Society, Japan Society, and Phi Beta Kappa Association. As a member of the Peary Arctic Club, Mr. Benedict furthered the work of Admiral Peary in the discovery of the North Pole. A range of mountains in the Far North bears Mr. Benedict's name. His home is embellished by a choice collection of paintings, prints, and other art objects, gathered from all parts of the world, and his collection of rare examples of the works of Whistler ranks among the first two or three in existence. On 10 Oct., 1867, Mr. Benedict married Maria, daughter of Henry G. Nellis, of Frey's Bush, N. Y., and a granddaughter of Gen. George H. Nellis, of Fort Plain, N. Y. Mrs. Benedict died on 25 Aug., 1915. Four children were born of this union, two sons and two daughters, of whom one daughter, Mrs. Archibald Alexander Forrest, of New York, survives.

SARGENT, Charles Sprague, dendrologist, b. in Boston, Mass., 24 April, 1841, son of Ignatius and Henrietta (Gray) Sargent, and great-nephew of Lusius Manlius Sargent. His father was a prominent banker, and, for nearly twenty years, was president of the Globe Bank, of Boston. The first of the family in America was William Sprague, a native of Exeter, Devonshire, England, who went to Bridgetown, Barbados, in the early part of the seventeenth century, and later returned to England. His son, William, called the second, settled at Gloucester, Mass., previous to 1678. From the first William Sargent and his wife, Mary Epes, the line of descent is traced through their son, William, and his wife, Mary Duncan; their son, Colonel Epes, and his wife, Esther Macarty; their son, Daniel, and his wife, Mary Turner; their son, Ignatius, and his wife, Sarah S. Stevens, parents of Ignatius Sargent. Charles S. Sargent received his early education at private schools in Boston, and was graduated at Harvard College in 1862. In November of the same year he became a lieutenant of United States volunteers. He became an aide-de-camp in the following year, and in 1865, a brevet major of volunteers. Between 1865 and 1868 he traveled in Europe and in the latter year he took charge of his father's property in Brookline, Mass. He was appointed professor of horticulture at the Bussey Institution, and in 1873 he became director of the Botanic Garden and the Arnold Arboretum at Harvard. He has been professor of arboriculture at Harvard since 1879. In 1880 he planned the Jesup collection of North America woods in the American Museum of Natural History, New York, and in 1885 became chairman of a commission to examine the Adirondack forests and devise measures for their preservation. From 1887 to 1897 he was editor of "Garden and Forest," a weekly journal of horticulture and forestry. Professor Sargent has been park commissioner of Brookline since 1875, and was chairman of the committee of the National Academy of Sciences to determine a policy for the management of the forest lands of the United States in 1896-97. He is a Fellow of the American Academy of Arts and Sciences, the American Philosophical Society, and the National Academy of Sciences; a trustee of the Museum of Fine Arts, Boston; and a foreign member of the Linnaean Society of London, the National Society of Agriculture, France, the Deutsche Dentrol Gesellschaft. He is president of the Massachusetts Society for the Promotion of Agriculture and the Scottish Arboricultural Society, and since 1890 has been vice-president of the Massachusetts Horticultural Society. His writings include a "Catalogue of the Forest Trees of North America" (1880); "Pruning Forests and Ornamental Trees" (from the French of Adolphe Des Cars, 1881); "Reports on the Forests of North America" (1884); "The Woods of the United States, with an account of their Structure, Qualities, and Uses" (1885); "Report of the Forest Commission of

the State of New York" (1885); "Sylva of North America" (14 vols., 1891-1902); "Forest Flora of Japan" (1895); "Trees and Shrubs" (2 vols., 1905-13); "Plantae Wilsonanae" (1912-13); and various papers collected in two volumes, 1901-13. He married 28 Nov., 1873, Mary Allen, daughter of Andrew Robeson, of Boston.

FLEXNER, Simon, pathologist and bacteriologist, b. in Louisville, Ky., 25 March, 1863, son of Morris and Esther (Abraham) Flexner. From the public schools of his native city he entered upon a medical course in the University of Louisville. After graduation, in 1889, he made postgraduate study in pathology, in the Johns Hopkins University, under Professor Welch and Professor Councilman. Later he was appointed assistant professor of pathology in the same institution, and, then, associate professor. This latter position he finally resigned, in order to accept the chair of pathology at the University of Pennsylvania. More recently he went to the Rockefeller Institute for Medical Research, and has since been director of laboratories. It was while pursuing his postgraduate studies at the Johns Hopkins University that Dr. Flexner first began attracting the serious attention of the scientists engaged in the field of medical research. He published a number of reports on his observations, covering a variety of subjects in microscopic anatomy, general pathology, and bacteriology. Earlier research had already then demonstrated, what is now well known and generally accepted, that toxic, or poisonous, substances, perhaps of an albuminous nature, were the means by which injurious organisms work their harm in the system. It was to this relationship between bacteria and disease that Dr. Flexner particularly devoted his investigations, giving special attention to an examination of the minute changes produced in the body by toxins of diphtheria and of certain vegetables. His examinations of toxins acting specifically upon certain organs then followed. The result of his labors created a profound interest in medical circles throughout the country, and stimulated investigations along the same lines. Dr. Flexner then went on to demonstrate that the poison of snakes is similar in constitution to the bacterial toxins and serums, which cause degeneration of the blood and thereby produce disease. The Spanish-American War, in which a vastly greater number of American soldiers died of tropical diseases than of bullets, turned the attention of the medical profession toward those strange and mysterious physical disorders which seem peculiar to tropical climates, such as beri-beri, tropical dysentery, etc. In 1900 the Johns Hopkins University sent a commission to the Philippine Islands to make a special study of diseases of this nature, of which Dr. Flexner was a member. He gave his special attention to tropical dysentery and its relation to the micro-organisms already discovered by Shiga. After his return he demonstrated beyond doubt that the bacillus of at least one variety of tropical dysentery is closely associated with the bacillus of dysentery in temperate climates, as well as of infantile diarrhea, thus establishing a firmer basis on which to treat the bacillary disease. In 1904, during an epidemic of spinal meningitis, which was then sweeping New York City, Dr. Flexner was again appointed on a commission to study the causes and, if possible, find means of prevention or a cure for the disease. The result was the discovery of the famous anti-serum which has ever since been linked with Dr. Flexner's name and which has proved so efficacious in dealing with the scourge. As another result of this investigation he was also able to lay down certain principles on the local specific treatment of the infection which previously had not been certain. For a whole year before accepting his appointment to the Rockefeller Institute, Dr. Flexner made an extensive study of similar institutions, both in this country and abroad. He discovered that the organism causing infantile paralysis was not bacterial, in the usual sense of the word and that the long sought cure would probably have to be searched for in the field of chemotherapy. With Landsteiner and Levaditi, in France, he learned of its filterable nature—the fact that the micro-organism could be filtered through porous earthenware. At first regarded as invisible because of its minute size, Dr. Flexner later with his Japanese associate, Dr. Noguchi, succeeded in securing artificial cultures, thus determining the visibility of the micro-organism, which is nevertheless of extremely minute size. Since infantile paralysis is communicable to monkeys by inoculation, the chief recent advances in the knowledge of the disease have been secured through experiments on these animals; and Dr. Flexner was the first to prove that inoculation from monkey to monkey can be continued through an indefinite series. Dr. Flexner's discovery of the antitoxin against spinal meningitis, which cost the lives of fifteen monkeys, but through which more lives have been saved than were lost during any of the big battles of the Civil War, entitles him to a place beside Koch, who discovered the germs of tuberculosis and Asiatic cholera; Behring, who discovered the anti-toxin for diphtheria, and Ehrlich, whose remedy for syphilis created so profound a sensation only a few years ago. He is, indeed, as well known and his service to humanity is quite as warmly appreciated abroad as in this country. On various occasions, and for brief periods, he has studied and carried on his investigations in Pasteur Institute, in Paris, and he has studied under and been associated with such men as Von Recklinghausen, Hans Chiari, Emil Fischer, and Ernst Salkowski. The most distinguished recognition which he has received was in 1914, when he was informed, through the French Ambassador in Washington, that the cross of chevalier of the Legion of Honor had been conferred on him by the President of France. This honor was bestowed in recognition of the services Dr. Flexner had rendered to medical science through his own discoveries and through his administration of the Rockefeller Institute. Special mention in the award was made of the assistance given to France at the time of the epidemic of cerebrospinal meningitis, which spread over the country in 1909, when Dr. Flexner sent to the Pasteur Institute a supply of his serum and which was successfully used in combating the epidemic.



B. F. Tracy

...in each to raise the quota of that ... Mr. Tracy was appointed chairman ... district, consisting of Broome, ... and Tompkins Counties. So vigorously ... purpose that between 21 ...

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... tion, he returned ... Spotsylvania, where ... at the end of which ... forced him to relinquish ... recuperating in the North he became ... of the 127th United States Colored Troops, ... 10 Sept., 1864; and later in the same year ... appointed commander of the military ... post at Elmira, N. Y., including the prison ... which held at one time as many as ... 10,000 prisoners. On 13 March, 1865, Colonel Tracy was brevetted brigadier-general "for gallant and meritorious services during the ..." and ... he was ... orably discharged. He then returned to the ... rm of Benedict, Burr and ...

Dr. Flexner is a fellow of the New York Academy of Medicine and a member of the National Academy of Sciences, the Association of American Physicians, the American Philosophical Society, the American Association for the Advancement of Science, the American Association of Pathologists and Bacteriologists and the Society for Experimental Biology and Medicine. He is a corresponding member of the Academy of Medicine of Paris, the Medico-Chirurgical Society of Bologna, and the Société de Pathologie Exotique, of Paris. He has written many papers and reports on pathological and bacteriological subjects, especially on toxalbumin intoxication, dysentery, cerebrospinal meningitis, snake venom, and epidemic poliomyelitis.

TRACY, Benjamin Franklin, lawyer, soldier, judge, and Secretary of the Navy, b. in Owego, N. Y., 26 April, 1830, d. in Brooklyn, N. Y., 6 Aug., 1915. His father was Benjamin Tracy, a pioneer settler of the southern part of New York State, who married Bathsheba Woodin. His first paternal American ancestor was Stephen Tracy, one of the pilgrims who went from England to Holland, and thence to America, coming in the ship "Ann" to Plymouth in 1621. Benjamin F. Tracy received his education in the public school of his native town and at the Owego Academy, early evincing a studious nature and a great love of books. His legal studies were pursued in the office of Davis and Warner, and he was admitted to the bar in May, 1851. From trying cases in justices' courts of the county he rose to more and more important charges, meeting in debate the most distinguished lawyers of the locality. In 1853, at the age of twenty-three, he became the candidate of the Whig party for the office of district attorney of Tioga County. He was the only candidate on the Whig ticket that was elected and was believed to be the youngest district attorney ever elected in the State. In 1856 he was re-elected, his opponent being Gilbert C. Walker, afterward his close friend and law partner and later governor of Virginia. A third nomination was refused by Mr. Tracy in 1859. The new issues which resulted in the formation of the Republican party found in him a ready advocate, and he became one of the active organizers of that party in New York State. Endorsed by both Republicans and war Democrats, he was elected to the legislature from Tioga County in 1861. He became the recognized leader of his party during his initial term, believed to be the first instance on record. Largely through his influence, Henry J. Raymond was elected speaker, and in turn appointed Mr. Tracy chairman of the Railroad Committee, a member of the Judicial Committee, and chairman of the Select Committee of Nine, then popularly called the "grinding committee," which is equivalent to the present Committee on Rules. His legislative career was soon interrupted by the Civil War. After the check of McClellan upon the peninsula, when President Lincoln called for 300,000 more troops, Governor Morgan, of New York, divided the State into thirty-two regimental districts, corresponding with the thirty-two senatorial districts of the State, appointing a committee in each to raise the quota of that district. Mr. Tracy was appointed chairman of his senatorial district, consisting of Broome, Tioga, and Tompkins Counties. So vigorously did he pursue his purpose that between 21 July and 21 August he had raised and equipped two regiments and four "skeleton" companies. As colonel of one of these regiments, the 109th New York Volunteers, he reported at Baltimore in August, 1862, and by General Wool was assigned to the protection of the railroad between Annapolis Junction and Washington. He joined the Army of the Potomac in the spring of 1864. At the battle of the Wilderness he exhibited such gallantry as to earn for himself the congressional medal of honor. On the afternoon of the second day of the battle he fell exhausted from over-exertion, but remained two days at Spottsylvania, where the fighting continued, at the end of which a complete breakdown forced him to relinquish his command. After recuperating in the North he became colonel of the 127th United States Colored Troops, 10 Sept., 1864; and later in the same year was appointed commander of the military post at Elmira, N. Y., including the prison camp, which held at one time as many as 10,000 prisoners. On 13 March, 1865, Colonel Tracy was brevetted brigadier-general "for gallant and meritorious services during the war," and after Lee's surrender he was honorably discharged. He then returned to the practice of law, associating himself with the firm of Benedict, Burr and Benedict of New York City; and in October, 1896, was appointed U. S. district attorney for the Eastern District of New York. In this capacity he bent his energies to the enforcement of revenue payments by whisky distillers. The tax on whisky was $2.00 per gallon and such was the extent of the frauds committed that whisky was selling in the open market in New York at from $1.00 to $1.12 per gallon. There were about 400 licensed distilleries in Brooklyn alone, besides an unknown number of illicit distilleries. At this time there was no law making it an offense for two or more persons to conspire together to defraud the United States. He drew and had passed in Congress during the first session of 1867 the present law to punish conspiracy to defraud the United States. In 1868 he drafted a new act to regulate the levying and collection of taxes upon distilled spirits, and that act was passed in 1868, being substantially the same today as originally enacted. During the fiscal year of 1868 revenue was collected on only six and one-half million gallons of whisky. The year after the new law went into effect about sixty million gallons of whisky paid tax. It was said by Commissioner of Internal Revenue Rollins, that but for the efforts of General Tracy, together with United States Attorneys Bristow, of Kentucky, and Noble, of Missouri, the internal revenue system would have failed. General Tracy resigned the office of district attorney in 1873 and resumed the practice of law in Brooklyn and New York. Among the notable cases in which he was engaged was the famous action of Theodore Tilton against Henry Ward Beecher in 1875. This was altogether the most famous trial that ever occurred in the United States.

The trial began on 4 Jan. and ended on 4 July. General Tracy opened the case for the defense, occupying four days. In December, 1881, he was appointed a judge of the court of appeals to act temporarily in the place of Judge Andrews, who was then acting as chief judge of the court. During his term the celebrated case of Story vs. New York Elevated Railroad Company, known as the "Elevated Railroad Case," was argued, and General Tracy wrote the opinion of the court in that case and gave the casting vote, the case being decided by four to three. It was one of the most important cases ever decided by the court, the question being whether the elevated railroad constructed in the streets of New York was bound to pay damages to the abutting owners of property upon the streets for the injury sustained by the exclusion of light and air and noise caused by the construction and operation of the railroad. The decision of the court, holding the company liable, has been repeatedly attacked and every effort has been made to reverse it, but it has withstood all attacks and remains the settled law of the State today, the principles of the case having recently been reaffirmed by the Supreme Court of the United States. He returned to his practice in Brooklyn, but on 5 March, 1889, he was again summoned to the public service, being tendered the portfolio of the Secretary of the Navy in the Cabinet of President Harrison. In this capacity he in reality became the founder of the modern "fighting navy." During his administration the three great classes of vessels—great battleships, great armored cruisers, and scout cruisers—were first designed and their construction begun during the four years of his incumbency. General Tracy was the first to discover and apply nickel steel armor plates to men-of-war, which are now used in all the navies of the world. The civil service reform movement being under way at this time, the system was applied by him to the administration of the U. S. navy yard. In 1893 General Tracy again resumed the practice of his profession in the city of New York. He was long recognized as one of the best all-around lawyers of the country. But not only in a professional sense did he attain prominence; he was always deeply interested in civic betterment and served as president of the commission which drafted the new charter consolidating Manhattan, Brooklyn, Queens, and Richmond into Greater New York. He was a member of the Brooklyn, Lawyers', Union League, and Metropolitan Clubs of New York; a director of the Mutual Life, Manhattan Life, and United States Casualty Insurance Companies. In 1897 he was the Republican candidate for mayor of New York, but was defeated. General Tracy married 21 Jan., 1851, Delinda E., daughter of Nathaniel Catlin, of Owego, N. Y. She died in 1890. Two children, Emma Louise, widow of Ferdinand Wilmerding, and Frank Broadhead Tracy, survive.

ELLIOT, Daniel Giraud, zoologist and author, b. in New York City, 7 March, 1835; d. there, 22 Dec., 1915, son of George Thompson and Rebecca Giraud (Foster) Elliot. After finishing his common school education he took up an advanced course in zoology, which he had determined to make his life's work. Being possessed of independent means, he was able, soon after concluding his studies, to satisfy his desire for travel by a trip to the West Indies and to some of the Southern States of the Union. His study of the strange birds and animals, which he saw on this trip, confirmed him in his determination to become a zoologist. In 1857, at the age of twenty-two, he made another extended tour, this time to Brazil, where he made his first comprehensive collection of birds. Immediately afterward he went to Europe, passed from Malta to Sicily, then on to Egypt, devoting a few months to a trip to the upper reaches of the Nile, where he killed and collected extensively. Returning to Cairo, he formed a party and crossed the desert on camel back to Palestine. On reaching the eastern side of the Sinaitic Peninsula, he journeyed to the land of Moab, visiting the ancient city of Petra (capital of Esau's kingdom), also going to Bethlehem and Jerusalem and thence to Damascus, crossing the Lebanon Mountains at an altitude of 10,000 feet and returning to Europe by way of Beirut. Dr. Elliot, when still under forty years of age, had made one of the finest collections of birds in the country. It consisted of over a thousand specimens, a large number for that time, covering most of the described species of North America. It had taken considerably over ten years to accumulate this valuable collection. It was beginning to give Dr. Elliot considerable concern, for at that time there were no fireproof storage buildings and it was becoming too large for storage in a private house. Meanwhile Prof. Albert S. Bickmore, another noted scientist, had conceived the idea of founding in New York City a natural history museum and had secured the support of a number of prominent business men anxious to promote the cause of science. This was in 1868: the charter for the Natural History Museum had lately been granted. Dr. Elliot was just then planning another trip abroad and was deeply concerned over what to do with his collection during his absence. At this juncture he was approached by Professor Bickmore, who suggested that he dispose of his collection to the new museum. Dr. Elliot gladly acceded to the plan, and thus the museum acquired the nucleus for its great collection. The specimens were turned over to a leading taxidermist and as fast as mounted the birds were put on exhibition in the Arsenal in Central Park, where the museum had its temporary quarters. In the following summer Dr. Elliot went abroad, primarily with the object of study, but he also had a commission from the trustees of the museum to purchase any material he thought advisable. Prince Maximilian of Neuwied had recently died and the family desired to dispose of his collections which he had made on his various expeditions through South America and the western parts of the United States. Dr. Elliot therefore visited Neuwied, taking with him a letter of introduction from the Princess Waldeck to the Prince of Wied. He found the collections not only all they had been described, but in an excellent state of preservation. He therefore made the purchase and had the specimens sent to the museum. Later he made another large purchase from the Verreaux Collection, in Paris. Still a third purchase was made, and though smaller than

the first two, it yet afforded some valuable specimens, being obtained from Mme. Verdray and consisting exclusively of specimens that were extremely rare. He also obtained some valuable specimens from Frank of Amsterdam, a dealer who obtained his material from the Eastern Archipelago, his Dutch connections giving him special facilities for his enterprise. Some years later, on a short visit home, Dr. Elliot succeeded in procuring some very valuable specimens from his friend, Dr. A. L. Heerman, which had been collected in the western and southwestern sections of this country. Dr. Elliot bought this collection and presented it to the museum and this, together with the birds which he had given the museum in the beginning, made the museum's collection of North American birds the most complete of its kind in the world, with the possible exception of that possessed by the National Museum at Washington. On his final return home, in the eighties, Dr. Elliot brought with him a large collection of humming birds, made during his stay in Europe. At that time it was probably the most complete in the world. He had had the good fortune to be present when large collections of humming birds, such as the Boucier, the Mulsant, and others, were being broken up and sold and he had, therefore, the opportunity to select from each the rarest and most valuable specimens. In 1887, when moving from New Brighton, Staten Island, where he had made his home after returning from Europe, Dr. Elliot gave this valuable collection to the museum. At about the same time the museum also gained possession of Dr. Elliot's books, a very full library for ornithologists, practically complete for the time, with the exception of the serial publications. In 1896 Dr. Elliot was commissioned by the Field Museum of Natural History in Chicago, with which he had become officially connected two years previously, to lead an expedition into Africa in a search for specimens. He spent a year in exploring Somaliland and Ogaden and was on the way to the Boran country when illness compelled him to cut his expedition short. But so far as he was able to go, the expedition was a great success and the specimens procured are on exhibition in Chicago to this day. Some time later he made another expedition for the Field Museum, this time into the Olympic Mountains, territory which had never been visited by scientists before. In 1906 he began an eighteen months' trip around the world, this time to make an extensive study of primates. After working in several of the largest European museums, devoting himself especially to a survey of the lemurs, he went to Egypt, up the Nile to the second cataract, then directed his course to India. There he studied the various species of monkeys, visiting Ceylon, Rangoon, Burma, and going as far north as Mandalay, the old capital on the Irawadi River. Returning to Rangoon, he passed over to the Straits settlements and visited the museums and zoological gardens there. From Singapore he went to Java, stopping in Batavia for some time. Then he proceeded to Hong Kong, passed up the river to Canton and, on his return, visited Shanghai. Then he journeyed 800 miles up the Yang-tse-kiang River to Hankow, thence across the heart of China to Pekin and back to Shanghai by sea. He next visited Japan, where he remained some time studying the monkeys which roam through the forests outside the city of Kioto. On his way to San Francisco he visited the Hawaiian Islands and explored a number of the islands. Later he made two zoological trips to Alaska, once as a member of the Harriman expedition, the results of which are still in the course of publication. From this time onward Dr. Elliot devoted most of his days to research and writing, though his studies sometimes took him abroad on short visits. Most of this time was spent on his great work resulting from his study of the monkeys, "Review of Primates," in three quarto volumes and treating of the lemurs and monkeys of the whole world as well as of the anthropoid apes. Dr. Elliot was also the author of other very important works: "The Pittidae, or Ant Thrushes" (1863, second edition, 1895); "The Grouse" (1865); "New and Heretofore Unfigured Birds of North America" (2 vols., 1869); "The Phasaenidae, or Pheasants" (2 vols., 1872); "Paradiscidae, or Birds of Paradise" (1876); "The Felidae, or Cats" (1883); "Bucorotidae, or Hornbills" (1883); "Synopsis and Classification of the Torchilidae" (1878); "Shore Birds of North America" (1895); "Gallinaceous Game Birds"; "Wild Fowl of the United States and the British Possessions" (1898); "Synopsis of the Mammals of North America and the Adjacent Seas" (1901); "Land and Sea Mammals of Middle America and the West Indies" (2 vols., 1894).

GEORGE, Henry, political economist, expounder of the single tax idea, b. in Philadelphia, 2 Sept., 1839; d. in New York City, 28 Oct., 1897. He went to sea at an early age, and, reaching California in 1858, remained there, becoming finally a journalist. His first book was "Our Land and Land Policy" (1871). In 1879 he published "Progress and Poverty," which was issued in the following year in New York and London, and soon acquired a world-wide reputation. This book is "an inquiry into the cause of industrial depressions and of increase of want with increase of wealth," in which the previously held doctrines as to the distribution of wealth and the tendency of wages to a minimum are examined and reconstructed. In the fact that rent, and consequently land values, tend to increase not only with increase of population but with all improvements that increase productive power, and thereby the proportion of the produce of wealth that goes to labor and capital is decreased, while the speculative withholding of land from use is engendered, Mr. George found the primary cause of involuntary poverty existing side by side with vast accumulations of wealth, and the explanation of the paroxysms of industrial depression which occur periodically to the great injury of productive capital no less than of labor. The remedy of these evils he declared to be the appropriation of rent by the community, through a tax on land or ground values in lieu of all other taxes; thus making land virtually common property, and stimulating its use, while giving to the user secure possession and leaving to the producer the full advantage of his exertion. In 1880 Mr. George removed to

New York. In 1881 he published "The Irish Land Question"—afterward called "The Land Question"—and in the same year he visited Ireland and England. In 1883-84, at the invitation of the English Land Reform Union, he again visited England and Scotland, making speeches on the land question, and in 1884-85 he made another trip at the invitation of the Scottish Land Restoration League, producing on both tours a marked effect. He published "Social Problems" (1883), and "Protection or Free Trade?" (1886), a radical examination of the tariff question and revealing its intimate and natural relation to the land question. In 1886 he was the candidate of the United Labor party for mayor of New York City, and received 68,110 votes against 90,552 for Abram S. Hewitt, the Democratic candidate, and 60,435 for Theodore Roosevelt, the Republican candidate. In January, 1887, Mr. George founded the "Standard," a weekly paper devoted to his doctrines. In the autumn of the same year he was a candidate for secretary of state on the United Labor ticket, polling 72,000. He went as a delegate to the Land Reform Conference in Paris in 1889. In the following year he visited Australia and New Zealand, teaching his doctrines from the lecture platform. This visit probably much stimulated interest in progressive political and economic theories in these countries which shortly afterward resulted in radical legislation, such as the graduated land-tax of New Zealand and the "Australasian" tax in Australia. Mr. George also brought away reform ideas from the Antipodes, being predisposed to this, having, immediately after his defeat for the mayoralty of New York, been the leading advocate in this country of the so-called Australian, or secret ballot, which very quickly was adopted throughout the Union. In 1891 he wrote a reply to the encyclical of Leo XIII, the Pope having included those who oppose private property in land among the enemies of social order. This reply, known as "The Condition of Labor," reiterated the doctrines of "Progress and Poverty," but in simpler fashion, giving the book the place in George bibliography of a popular introduction to his theory. Herbert Spencer, the English philosopher, having recanted in his advanced years doctrines similar to those of George which Spencer had promulgated in early manhood, Mr. George wrote a polemic on the subject entitled, "A Perplexed Philosopher" (1892). In 1897 Mr. George was nominated as an independent candidate for mayor of the newly-organized city of Greater New York. Although advised by his physicians that the labors of the campaign would endanger his life, he decided to accept the nomination for the sake of the impetus his canvass would give to the discussion of his doctrines He made a vigorous campaign, attracting great and enthusiastic audiences. On the evening of 28 Oct, five days before election, he spoke at four places. That night he died from a stroke of apoplexy in the Union Square Hotel, where his campaign headquarters were situated. His funeral was held on Sunday, 31 Oct., in the Grand Central Palace. Leading clergymen, Roman Catholic, Protestant, and Hebrew, paid tribute to his character, and orators of his following repeated his message, before a gathering that crowded one of the greatest auditoriums in the city. While the orators were expounding the doctrines of the man in the coffin before them, the listeners frequently broke out in applause—an expression of devotion to a cause transcending even that to its founder, which is unique in the history of such occasions. Mr. George was buried in Greenwood Cemetery, Brooklyn. The monument bears a bust of George by his son Richard, and a quotation from "Progress and Poverty," expressing the author's faith in the ultimate acceptance of his doctrines. George's place on the ballot of his party in the mayoralty election was taken by his son, Henry, who, being at that time comparatively unknown, was not able to hold his father's vote, so this was largely distributed between the two other candidates, Mr. Low and Mr. Van Wyck, the latter securing the election. Henry George, Jr., wrote a biography of his father, which was published in 1900. He also issued, with notes, a book which was on the point of completion and revision by the elder George when he was called from his literary labors to enter into the mayoralty contest. This was "The Science of Political Economy"—a work which is broader than the title indicates, since it presents the doctrine of the author as a broad philosophy dealing with the relations of man to the universe. This system of thought he styled "The Philosophy of the Natural Order." It is estimated that, led by "Progress and Poverty" and closing with "The Science of Political Economy," "perhaps five million copies" of the George books have been circulated, including the translation of Chapter VIII, Book II, of "The Science of Political Economy." "Progress and Poverty" has been the most successful economic work ever published. Professor Young, of Princeton, in his "Single Tax Movement in the United States," quoted Henry George, Jr., as stating that "embracing all forms and languages, more than two million copies of 'Progress and Poverty' have been printed to date, and that including the other books—perhaps five million copies have been given to the world." As the Congressional edition was nearly one million copies of "Protection and Free Trade" this is not an overestimate.

LOWELL, Percival, astronomer, b. in Boston, Mass., 13 March, 1855; d. at Flagstaff, Ariz., 12 Nov., 1916, son of Augustus and Katherine Bigelow (Lawrence) Lowell. His father was vice-president of the American Academy and trustee of the Lowell Institute of Boston, and his maternal grandfather was Abbott Lawrence, U. S. minister to England (1849-52). He was a cousin of James Russell Lowell, a brother of Abbott Lawrence Lowell, president of Harvard University, and a descendant of Col. Timothy Bigelow, of Worcester, a distinguished Revolutionary soldier. He received his early education in private schools in Boston and was graduated at Harvard College in 1876. In 1883 he helped to form the Mathematical and Physical Club of Boston, and in the same year he went to Japan, where he continued to reside more or less regularly until 1893. While in Japan he was appointed secretary and counselor of the Korean Special Mission to the United States,

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and he spent the winter of 1883-84 in the imperial city of Seoul on the invitation of the Emperor of Korea. During his years in the Far East he made a close study of the character, customs, and traditions of the people, and wrote a number of books which have contributed materially to our knowledge of the Orient. After 1893 he devoted himself chiefly to the science of astronomy. He established the Lowell Observatory at Flagstaff, Ariz., in 1894; and in 1900 he undertook an eclipse expedition to Tripoli. In 1902 he was appointed non-resident professor of astronomy at the Massachusetts Institute of Technology. He is known especially for his studies of the planet Mars. He sent an expedition to the Andes to photograph Mars in 1907, and at his observatory at Flagstaff, in the Arizona desert, he made careful studies of the planet, which have resulted in a number of important discoveries. Professor Lowell is the chief exponent of the theory of the Martian canals, and advanced many arguments to prove the existence of an advanced state of civilization on that planet. He followed Schiaparelli in the statement that there were 104 canals on Mars, but in 1906 announced that he had discovered 550 such canals and that they were the work of organic life. In 1908 he announced the discovery of water vapor on the planet and in 1910 reported a new canal, a thousand miles long. In the spring of 1910 Dr. Lowell went to England and gave a series of lectures on his discoveries before the Royal Institute of London and the Association Astronomique of Paris. His theories were widely discussed, but the reception of them abroad was cold. He returned to this country after six weeks and thereafter spent most of the time at the Flagstaff Observatory. For his researches on Mars he received the Jannsen gold medal of the French Astronomical Society, and a gold medal from the Sociedad Astronomica de Mexico. He also made extensive observations and announced important discoveries on the planets Mercury, Venus, and Saturn. His published writings include, "Choson" (1885); "The Soul of the Far East" (1886); "Noto" (1891); "Occult Japan" (1894); "Mars" (1895); "Annals of the Lowell Observatory" (2 vols., 1898, 1900); "The Solar System" (1903); "Annals of the Lowell Observatory" (Vol. III, 1905); "Mars and Its Canals" (1906); "Mars as the Abode of Life" (1908); "The Evolution of Worlds" (1909). Professor Lowell was a fellow of the American Academy of Arts and Sciences, and of the American Association for the Advancement of Science; a member of the Royal Asiatic Society of Great Britain and Ireland, the American Philosophical Society, the Société Astronomique de France, and the Astronomische Gesellschaft; an honorary member of the Sociedad Astronomica de Mexico, and a member of the National and American Geographical Societies. The honorary degree of LL.D. was conferred upon him by Amherst College in 1907 and by Clark University in 1909. He was married 10 June, 1908, to Constance Savage Keith, of Boston.

FRASCH, Herman, inventor, b. at Gaildorf, Württemberg, Germany, 25 Dec., 1852; d. in Paris, France, 1 May, 1914, son of John and Frieda Henrietta (Bauer) Frasch. Both his parents were natives of Stuttgart, his father was burgomaster of Gaildorf. His family on both sides was notable, particularly in the military life of Germany; his uncle, Major Borth, was killed in the Franco-Prussian War, and a first cousin, Lieut. Col. Frederick Borth, of Württemberg, a member of the staff of the Grand Duke Albrecht, was killed during the recent operations in France, on 18 Aug., 1914. Herman Frasch was educated in the city of Halle, passing through the successive grades of the public and Latin schools and the gymnasium. At the age of sixteen he entered upon his work as a pharmacist in Halle, but about one year later came to the United States, sailing from Bremen and landing in Philadelphia. Soon after his arrival, he entered the laboratory of Prof. John M. Maisch at the Philadelphia College of Pharmacy. Here he worked for several years, perfecting his knowledge of pharmaceutical chemistry and rendering valuable assistance to his chief, through his daring and originality in experiment. His interest, however, turned steadily toward industrial chemistry, a branch of the science then coming into increasing prominence, and in 1874 he opened a laboratory of his own, and began a series of experiments that proved him the master-mind that the world was destined to recognize and honor in later years. He received his first patent, covering a process for utilizing tin scrap, in 1874; his second, on a process for purifying paraffine wax in 1876. Both of these, as events have proved, were basic to important modern industries. The paraffine wax, formerly a waste by-product in oil refining, was now capable of utilization in the manufacture of candles and for other industrial purposes of importance, and the credit of discovering the secret of its utilization, worth millions of dollars yearly, is due to the genius of Mr. Frasch. He also originated the familiar and useful paraffine paper, which has such great and varied uses as a waterproof packing for foodstuffs, confectionery, etc., and has made possible the safe transportation and preservation of many substances, otherwise perishable. These, and related patents having been purchased by one of the subsidiaries of the Standard Oil Company, he himself was retained, under contract for a term of years, to conduct extensive experiments for improving the processes of refining crude petroleum. He made several technical contributions to the practical processes of oil manufacture, all of which were profitably adopted in practice with the comparatively pure oils from the Pennsylvania fields, as well as several inventions in other industrial lines, such as one for the production of white lead from galena ore, another for the purification of salt, and a third for producing electric light carbons from oil residuum. In 1885, however, he entered upon experiments leading to one of his most important discoveries, the purification of sulphur-tainted oils, such as are found in the oil fields of Canada, Ohio, Indiana and Illinois. The presence of sulphur in these oils greatly limited their range of utility, because of the offensive odors and suffocating fumes liberated when they were burned. Such defects, of course, reduced their value to the lowest terms, the usual price at the wells being as low as four-

teen cents per barrel. Apart from the presence of these impurities, however, the oils were of excellent quality, capable of refinement into illuminating oils of high grade, as well as into the coarser products fit only for fuel purposes. A great reward awaited the man who should successfully achieve the feat of desulphurizing them on a commercial scale, and to win this Mr. Frasch set himself with his usual persistence and industry. As the result of exhaustive tests on Canadian sulphur-tainted oils he discovered that the offensive odors and other commercial drawbacks were due to the presence of about 2 per cent. of sulphur in the crude well product. Therefore, with the instinct of the experienced chemist, he quickly concluded that this could be eliminated by treating with metallic oxide, so as to combine with the free sulphur held in the solution by the oil and form the corresponding metallic sulphides. Several such oxides when suitably reduced and heated with the oil were found capable of accomplishing the desired end of desulphurization, but Mr. Frasch concluded that copper oxide is the most suitable, because of the fact that the sulphide resulting from the treatment of the oil may be more readily generated, or reduced to a simple oxide again by a process of roasting. The copper oxide may thus be used repeatedly, after regeneration. Furthermore, as he discovered, by the addition of oxide, after the desired combinations had largely taken place, the oil could be so far desulphurized that only about 2-100 of 1 per cent. of sulphur could be found, a quantity entirely negligible for most purposes in which petroleum products are used. The process of mixing the oil with copper oxide was performed by either one or two methods. In the one the oil is boiled with the oxide in great vertical stills, and the mass was kept in constant agitation by the use of chain stirrers. In the second the vapor from the oil boiled in a suitable caldron was led through great double walled drums, which, in turn, were heated on the outside by fires fed from oil vapor, and in which the copper oxide was kept in a constant state of agitation by means of rotary brushes of steel wires. Either process was suitable for the large scale work demanded in the oil industry, and both have been used. The vast scope of the process may be judged by the fact that at the largest of the Standard Oil Company's refineries at Whiting, Ind., 400,000 pounds, or 200 tons, of copper oxide are constantly in use. The desulphurization of the copper sulphide residuum of the oil desulphurization process is accomplished in a specially designed roasting furnace, in which the mass of the sulphide is kept in constant agitation by immense stirring arms carried on a rotating shaft. This shaft he made hollow, protecting it and the attached mechanism from distortion under the intense heat by hot water circulated through the inner spaces; transforming the moving parts, in fact, into a water-tube boiler supplying superheated steam to the engine which drove the entire mechanism. Thus was completed a process which is, by all odds, the most important contribution ever made to the oil refining industry, and which has made available for all purposes to which petroleum oil and its products are applied, even the most impure deposits to be found in the wells of the Middle West of the United States and Canada. Mr. Frasch's inventions, which had really created the Canadian oil industry, were destined to even wider utilization. About the time of their first perfection the oil fields of Indiana, Ohio, and Illinois were first discovered. These fields yielded a highly sulphurized product of quality very similar to that found in Canada. In order to render these western oils available for the market, desulphurization was necessary. The Standard Oil Company accordingly purchased Mr. Frasch's patents to the process, and secured his services in the erection and operation of stills in the United States. The efficiency of the process may be judged by the fact that, with the installation of the process, the daily output at the wells was increased from 30,000 barrels at fourteen cents to 90,000 barrels at $1.00, an increase in gross receipts from $4,200 to $90,000. The stock with which Mr. Frasch was paid for his patents rose similarly from a quoted value of 168, with dividends at 7 per cent., to a quoted value of 820, with dividends at 40 per cent. In his connection with the Standard Oil Company, Mr. Frasch was repeatedly appealed to for the solution of a wide range of difficulties that were inevitable in the course of such a business. Difficulties seemed only to stimulate his inventive ability to greater activity. Nor were his contributions only in the domain of chemistry, but also in the range of mechanics, where he is credited with several devices of the greatest use and efficiency. He nearly duplicated his achievements with sulphurized oil in his successful purification of the Californian oils, which were found charged with aromatic hydrocarbon compounds to such an extent as to interfere with their fullest usefulness. His solution of this difficulty was a simple chemical one by which the aromatics were easily separated from the alphatic and acyclic constituents by transferring the former into their sulpho-acids by the use of smoking sulphuric acid. On another occasion he was appealed to to devise a method for rejuvenating "tired wells" suitable to the conditions of the western fields. In Pennsylvania the usual method had been to drop a charge of nitroglycerine into the well, in order to shatter the surrounding rock by explosion and thus promote new flow of oil. Geological considerations, relating principally to the quality of the rock, also to its depth below the surface rendered this procedure inapplicable to the Indiana and Ohio wells. After mature consideration of the conditions, Mr. Frasch suggested the use of hydrochloric or sulphuric acid, the one or the other, according to specified conditions in a given case, to be poured down the well, and the mouth securely plugged. The result was that the generation of gases, due to the chemical reactions taking place in the subterranean depths, acted to shatter the surrounding rocks and open up new oil cavities, quite as effectively and more certainly than by the use of explosives. About 1891 Mr. Frasch's attention was called to an interesting situation developed in Calcasieu Parish, La. There, as had long been known, exists a rich and very pure bed of sulphur, which had never been worked for the simple reason that no one had as yet devised means suitable for mining it.

Several companies, Austrian, French, and American, had successively attempted to get at the rich deposit, and had failed ignominiously. The principal difficulty lay in the fact that a bed of quicksand, about 500 feet in depth, lay immediately over the sulphur. The conditions were such that the sinking of a shaft was entirely out of the question. Consequently, the rich sulphur deposit—one of the richest in the world, as it has transpired—seemed irrevocably out of the reach of human ingenuity. To Mr. Frasch the difficulty presented only another opportunity. He wasted no time in attempting to devise some means for sinking a shaft through the bog, but saw plainly that some new method must be adopted. With his thorough knowledge of chemistry and physics fortified also by familiarity with methods followed in other industries, to overcome analogous difficulties, he invented the process of melting the sulphur in its subterranean bed, and pumping it in liquid form to the surface. To accomplish this result he sunk a ten-inch pipe to a depth of 200 feet through the sulphur deposit, with the object, merely, of providing a suitable casing for his pumping apparatus. Within this, then, he let down another pipe of six-inch diameter, having a strainer at the lower end, and filled in the intervening space with sand, in order to secure a firm and rigid construction. A three-inch pipe was then let down within the six-inch, and the principal elements of his epoch-making apparatus were in place. A battery of boilers, aggregating 3,000 horsepower steaming capacity, was then installed on the surface, and superheated water, at a temperature of 335 degrees Fahrenheit, was pumped steadily through the six-inch pipe for twenty-four hours. At the close of this period, the injection was stopped, and the raised pumps operating through the inmost, or three-inch, pipe were started. The result was that, as he had foreseen, the sulphur, melted and carried by the superheated water, was drawn to the surface, and fed into extensive receptacles, hastily prepared to receive it. In this manner was the success of Mr. Frasch's brilliant experiment fully demonstrated, and an extensive deposit of sulphur, hitherto inaccessible, brought forth for commercial uses. By the use of the simple devices just described, coupled with others designed to meet the requirements of filling in the cavities formed by the extraction of the sulphur and to maintain the requisite high temperature in the wells, against the cooling effects of springs, etc., the process was rendered perfectly effective. At the present time seven separate wells are pumped constantly, and an annual aggregate production of 250,000 tons of sulphur is obtained. Each well apparatus is served by a battery of between fifteen and twenty high pressure steam boilers. The product, 99½ per cent. pure, is fed into reservoirs where it is allowed to cool and harden, and is then blasted into sections suitable for transportation. An immense amount of the sulphur is sold to agriculturalists, particularly to those engaged in the cultivation of grapes. Because of the immense output of the mineral made possible by Mr. Frasch's inventions, his company would have easily been able to control the sulphur trade of the world, underselling all competitors, even the Anglo-Sicilian Company, which had hitherto enjoyed a virtual monopoly of the sulphur market. The exceptional opportunity to thus create an actual monopoly of the world's market in sulphur would have been eagerly seized on by many, who would have thought of nothing but the vast profits to be obtained. With Mr. Frasch, however, a different thought occurred immediately. He knew perfectly well that the other important source of the sulphur supply was in the mines of Sicily, where the laborers had been afforded a constant source of employment since the days of the Roman Empire. Accordingly, with that deep kindliness of nature which had endeared him to all with whom he came in contact, he determined to achieve an understanding with the Sicilian producers on the division of the world market on a perfectly equable basis. The matter was adjusted, therefore, in such a way as to maintain the best interests of all. Mr. Frasch's inventions in the various lines of his endeavor are covered by several hundred patents in the United States, Canada, and European countries. According to his friend, Charles J. Hedrick of the U. S. Patent Office, patents were granted to him covering at least sixty-nine distinct and separate subjects of invention. Mr. Frasch resided for many years in the city of Cleveland, Ohio, where he was a member of the Union and Roadside Clubs, one of the founders of the Gentlemen's Driving Club, and a charter member of the Tavern Club. He was also a member of the Sleepy Hollow Club of New York and of the Travelers' Club of Paris. He was married in 1892 to Elizabeth Blee, of Cleveland, Ohio. He had one son, George Berkeley Frasch, and one daughter, Frieda, who was married in 1902 to Henry Devereux Whiton, of Cleveland. He was buried in the old cemetery at Gaildorf, where his wife and daughter have erected a memorial chapel within the cemetery inclosure.

BURNHAM, Frederick Russell, explorer, b. at Tivoli, Minn., 11 May, 1861. His father was Rev. Edwin O. Burnham, who was long a pioneer missionary on the border of the Indian reserve of Minnesota. Burnham's mother, Rebecca Russell, was a woman of remarkable courage, and of a sweet and gentle disposition. When a very young child he witnessed in his mother's arms the burning of New Ulm, and the massacring of the women and children by Red Cloud and his warriors. It is related that once his mother, when fleeing for her life from the Indians, hid him under a stack of corn in a cornfield, where, after the redskins had been beaten off, the little lad was found fast asleep. His ancestry is proof that Major Burnham is descended from fearless fighting stock. When the boy was nine years old the family moved to Los Angeles, Cal., where not long afterward the father died. Young Burnham, to relieve the stress of the grinding poverty that followed the father's death, became a mounted messenger, and from long hours in the saddle gained local reputation as a hard rider. He attended Clinton high school and obtained such education as the exigencies of the circumstances permitted. He was in turn cowboy, scout, guide, miner, and deputy sheriff in the West. For fifteen years this extraordinary young man roved from Hudson's Bay

to Mexico, passing through thrilling adventures and wide-ranging experiences. In 1884, when he was twenty-three years of age, Burnham married Blanche Blick, of Clinton, Ia. Nine years later when he was tempted to hazard his fortune in the African gold fields, Mrs. Burnham went with him and shared her husband's life of travel, danger, and hardship. He arrived at Cape Town and was induced to become the head of the scouts in the Matabele wars and the subjugation of Rhodesia. In recognition of his exceptional services in the Matabele rebellion, the Chartered Company presented him with a campaign medal, a gold watch suitably engraved, and conjointly with two others a tract of land containing 300 square miles in Rhodesia. It was in Rhodesia that Burnham discovered the huge granite ruins of an ancient civilization. The structures, many feet wide and laid entirely without mortar, date a period prior to that of the Phoenicians. From the scenes rendered famous by Rider Haggard's imaginative "King Solomon's Mines," the explorer brought away a buried treasure of gold and gold ornaments. Like a true soldier of fortune, Burnham's adventurous activities never ceased; and preparatory to the building of the Cape to Cairo Railway, he led an expedition to Barotseland. In the second Matabele war he was on the staff of Sir Frederick Carrington, and following the suggestion of the commissioner of the district, Burnham was dispatched to capture or kill the Matabele "god," or prophet, Umbino, who was the moving spirit of the rebellion. The enterprise was one of enormous trial and danger, but Burnham and his daring companions brought it to a successful issue by entering the "god's" cave in the Matopa Mountains and killing him, thus terminating the war. The death of Burnham's little daughter, who had been the first white child born in Buluwayo, caused him to return to California. He then sought in the Klondike and Alaska new fields for his energy, and during two years, from 1898 to 1900, operated gold mines with vigor. In January, 1900, he received a message from Lord Roberts recalling him to South Africa to become chief of scouts of the British army in the Boer War. He was wounded 2 June, 1901, while on scouting duty to destroy the enemy's railway base, and was invalided home. For heroic services done he was commissioned major in the British army, presented with a large sum of money, and received a personal letter of thanks from Lord Roberts. On his arrival in England, he was commanded to dine with Queen Victoria, and spent the night at Osborne Castle. King Edward honored him by the personal presentation of the South African medal with five bars and the cross of the Distinguished Service Order. He made surveys of the Volta River in West Africa, explored parts of French Nigeria, Hunterland of Gold Coast Colony, and headed an expedition of magnitude for the exploration of East Africa, covering a vast territory along the Congo basin and the head of the Nile. He discovered a lake of forty-nine square miles, composed almost entirely of pure carbonate of soda of unknown depth. Major Burnham writes with the authority of complete and original knowledge on many African subjects, including the game of Africa. He is a philosopher as well as a traveler and discoverer. In an article on the "Transplanting of African Animals," he says: "There is in Africa a wonderfully varied range of interesting animals. Most of the desirable ones could be easily introduced into our own Southwest. They would multiply where our own domestic animals cannot live. Vast tracts of our lonely deserts could be teeming with life interesting, beautiful, harmless, very useful for food and leather, displacing not a head of our own cattle or other domestic stock, offering a grand hunting-ground, a true pleasure land to all lovers of animal life. . . . In short, Africa is a wonderland of animal life to draw from. We can exclude its venomous reptiles and insects, and take the useful animals that have worked out from a hard environment a way to survive. . . . In the animal world, Nature seems to work out the essential end by means apparently harsh. If it were not for the natural enemies of the great game herds, they would increase so fast that there would be no food supply, and starvation would be their end. . . . Furthermore, it is among the sick and weak that disease is spread, and infection there may reach a point that endangers the whole healthy herd. . . . So even lions and tigers, vultures and eagles serve a merciful and proper purpose. In the countries where they are found, an animal that is born deficient in its faculties, or becomes ill or aged or wounded, is at once usefully destroyed as a means of preserving the high average of the herd." He has the true naturalist's habits of observation, as the following brief excerpt concerning the lion testifies: "There was a time when the lion could walk out with his head up without cover. He was the king of beasts. Even now, in the interior of Africa, where there are no firearms, the lion is perfectly indifferent about taking cover. He will lie around during the day under a tree, or in the shade of a cliff, and almost anyone can get close to him. . . . Where he is hunted with a rifle, as he is in Rhodesia and in many other parts of Africa, he has acquired a cunning which matches that of the British fox." What he has to say of the Masai will illustrate his graphic style of writing: "Every warrior is a spearman, carrying a long, heavy spear, with a blade three feet in length, made of mild steel from their own mines and forges. Their habits of night attack are to rush right through a camp with their spears without making a sound, their motto being, 'Let the enemy do the yelling,' and as they pass through they stab everything that moves; and if the first rush is successful, they turn and sweep through the camp a second time. After the Masai have gone through the second time, there is nothing alive." In 1908 Major Burnham made important archeological discoveries of Maya civilization extending into the Yaqui country, as revealed by stone carvings and writings. He is now closely engaged with John Hays Hammond, the distinguished mining engineer, in diverting into the delta the entire Yaqui River, through a system of canals, for the reclamation of a vast tract containing 700 square miles of land, to find

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a buried city and open up mines of copper and silver. He is also associated with Hammond and another American in a scheme to import into America many kinds of South African deer. Congress has already voted $15,000 toward the plan.

GREGORY, Eliot, artist, author, b. in New York City, N. Y., 13 Oct., 1850; d. there 1 June, 1915, son of James G. and Eliza (Morgan) Gregory. His father was well known in his time as a prominent book publisher. After attending the McMullen School, at Andover, he entered Yale University, from which he graduated with the class of 1873. He then went to Paris, where he enrolled as an art student in the Beaux Arts, where one of his teachers was Carolus Duran, while John S. Sargent was one of his fellow students. One of his paintings, "Coquetterie," won honorable mention at the Salon. On his return to New York Mr. Gregory established a studio in Madison Square. He was one of the first to introduce into New York the European bohemianism of studio life. His studio, under the eaves of the building, was a meeting place of artists, musicians, writers, and persons prominent in the social life of the city. Many of the more notable foreign artists visiting the city were entertained there. Possessed of an ample income, independent of his vocation, Mr. Gregory did not devote himself constantly to his painting. Later on he took up writing on a variety of subjects, some related to artistic matters, while others were not. He was a frequent contributor to the "Atlantic Monthly," "Harper's," "Century," "Scribner's Magazine," and "The Nation," besides many other magazines not so prominent. Under the *nom de plume* of "The Idler" he contributed for many years to the "Evening Post" a series of essays which became known as "The Idler Papers." A number of these essays were subsequently published in book form under the titles "Worldly Ways and By-ways" and "The Ways of Men." He was regarded as an authority on artistic and literary matters. In February, 1911, he received the cross of the Legion of Honor in recognition of his many writings on French subjects, which were translated and widely read in France, and for the prominent part he had taken in French educational enterprises and philanthropy. Jules Claretie, writing in "Le Temps" on Gregory's works, recently said that if he ever felt the necessity of a guide to the literary curiosities of Paris, he knew no man whom he would prefer to Gregory. Mr. Gregory spent a great deal of his time in Newport, where his aunt, Mrs. Charles H. Baldwin, the widow of Rear-Admiral Baldwin, had a summer residence. His work as a painter was confined almost exclusively to portraiture. He painted a portrait of Ada Rehan as Katherine in "The Taming of the Shrew" for the late Augustin Daly. This painting was hung in the lobby of Daly's Theater, but, after the sale of the Daly pictures, was sent to England, where it now hangs in Shakespeare's house at Stratford-on-Avon. Another of his works was a portrait of General Cullom, now hanging in the Cullom Memorial at West Point. Among other portraits he painted were those of the late Mrs. Stuyvesant Fish, August Belmont, the late Mrs. John Sherwood, Mrs. Richard Ivins, several members of the Vanderbilt family, and the late Mrs. James C. Ayer. Mr. Gregory was a director of the Metropolitan Opera Company, but he figured more prominently as one of the most energetic founders of the New Theater, the object of which was to popularize high-class dramatic works in the city of New York. Mr. Gregory never married.

WIDENER, George Dunton, financier, b. in Philadelphia, Pa., 16 June, 1861; d. on fatal voyage of steamship "Titanic," 15 April, 1912, son of Peter Albert Brown and Josephine (Dunton) Widener. He was educated in the private schools of Philadelphia, and began his business career as a clerk in a grocery store. Soon after he entered the office of his father, a prominent traction owner of the country, where he studied large traction problems at first hand. He acquired an extensive and detailed knowledge of transit matters with remarkable facility, and in a comparatively short time was recognized throughout the country as an expert in this department. Later, he became manager of his father's great traction interests. The ability with which he managed the business played an important part in the history of the Philadelphia street railway system. Like his father, he was of the constructive type, a builder rather than a financier. He never handled railroads for stock market purposes. His conception of the duties of a railroad man included the improvement of his properties in accordance with the most modern ideas in traction, and the building of new lines where they seemed needed. He supervised, and largely worked out the details of, the change in the street railway system from horses to cable propulsion, and again to electric power, and in each case the change was accomplished with remarkable speed, and without appreciable delay or inconvenience to the public. The extent of his railway connection is indicated by the fact that at the time of his death he was president and director of the Philadelphia Traction Company, Huntington Street Connecting Railway, Fairmount Park Passenger Railway, Catherine and Bainbridge Street Railway Company, Tioga and Venango Street Passenger Railway, Continental Passenger Railway, Doylestown and Willow Grove Turnpike Company, Ridge Avenue Passenger Railway, Walnut Street Connecting Railway, Union Passenger Railway, Seventeenth and Nineteenth Street Railway, and the Twenty-second Street and Allegheny Avenue Railway. For many years Mr. Widener was vice-president of the company controlling the elevated and subway system of Philadelphia, but resigned from the directorship upon the election of E. T. Stotesbury, although he retained his holdings in the company. In addition to traction interests, he was a director in the Land Title and Trust Company, Electric Storage Battery Company, Jarden Brick Company, Vulcanite and Portland Cement Company, and president of the company that built the Ritz-Carlton Hotel in Philadelphia. Though he took no part in politics, Mr. Widener was actively interested in civic affairs, and served as one of the commissioners of Cheltenham Township. He was a philanthropist in a large and charitable way, not only through a sense of duty, but through

a natural generosity of feeling. He was especially interested in the Widener Memorial Home, founded by his father, and he superintended its building and organization. The institution was to him an opportunity for exercising the great generosity and tenderness, which were such conspicuous qualities of his splendid character. Above the shock and gloom which struck the civilized world when the steamship "Titanic" foundered in the ice-strewn North Atlantic, there arose a feeling of joy and pride that there were still men who rose to high ideals of manhood and chivalry, men who were tried mercilessly and without warning, and who bore those trials with a supreme courage and chivalry such as had lent a deathless glory to the golden age of knighthood. "As a man lives, so he dies," and as George D. Widener lived he died—bravely, conscientiously, unselfishly, and nobly. He was a director in the Philadelphia Academy of Fine Arts, widely known as a connoisseur of art and a discriminating collector of old books. He left valuable collections of both pictures and books. He was a member of the Union League, Philadelphia Country, Rosetree Hunt, Art, Racquet, Corinthian Yacht, Huntington Valley, and Germantown Cricket Clubs. In 1883 he married Eleanor, daughter of William L. Elkins, of Philadelphia, Pa., and they had three children: Eleanor, George D., Jr., and Harry Elkins Widener.

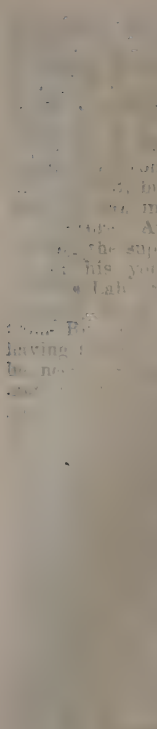
LAWRENCE, William, P. E. bishop, b. in Boston, Mass., 30 May, 1850, son of Amos Adams and Sarah E. (Appleton) Lawrence. He is descended through a long line of New England ancestors, the first of which came to Massachusetts from England early in the Colonial period. As his father was a prosperous merchant and prominent citizen of Massachusetts, he received every available educational advantage. After his graduation at Harvard College in 1871, he entered the Episcopal Theological School in Cambridge, and was graduated S.T.B. in 1875. In the following year he was ordained a priest of the Protestant Episcopal Church. His first charge was the rectorship of Grace Church, Lawrence, Mass. Later he was appointed professor of homiletics and pastoral care at the Episcopal Theological School at Cambridge, Mass., afterward becoming dean of this same institution. Dr. Lawrence has been very closely associated with Harvard University, of which he was preacher for several terms, and for eighteen years was overseer of the university, holding this position till 1913, when he was elected a fellow of the corporation. In 1893 he was elected seventh bishop of Massachusetts, as successor to Phillips Brooks, being consecrated in Trinity Church, Boston, on 5 Oct., of that year. For six years he served as chairman of the House of Bishops. In December, 1915, Dr. Lawrence inaugurated the movement to raise $5,000,000 with which to start a scientific pension fund for the 6,000 Episcopal clergymen of the United States, so as to enable every Episcopal clergyman who might wish to do so to retire at the age of sixty-eight on half pay. The fund is also to provide for the widows and the minor orphan children of clergymen who may die before reaching the pensionable age. Of the committee in charge of this fund, of which Dr. Lawrence is chairman, J. Pierpont Morgan is treasurer, Samuel Mather, vice-president, and Monell Sayre, a former official of the Carnegie Foundation, secretary. Dr. Lawrence has had an extensive experience in financing public institutions. As one of the board of fellows of Harvard University he raised $2,250,000 for that institution. A week before the great fire which almost destroyed Wellesley College, Dr. Lawrence became its acting president. It became his duty to take immediate action. The amount needed to repair the loss was $2,000,000 and Dr. Lawrence gave himself ten months in which to collect that amount. He began in March, 1914. At eleven o'clock on the night of 31 Dec. there was still a considerable shortage, but Dr. Lawrence expressed confidence that the full amount would still be made up. When the mail was opened on the following morning further donations brought a surplus amounting to more than $30,000. Before planning his campaign for the raising of the pension fund, Dr. Lawrence made a careful study of pension systems, and, as a result, has become one of the foremost authorities on that subject. His distinguishing characteristic is an almost unlimited reserve of mental and physical energy, though, with this, he combines the quality of grasping, at a glance, the essentials of any subject under his consideration. His scholarly attainments have been recognized by many of the chief centers of learning, not only in this country, but abroad as well. In 1890 he was awarded the honorary degree of S.T.D. by Hobart College, and, in 1893, by Harvard. From Princeton University he received the degree of LL.D. in 1904; the same degree was awarded him by Cambridge in 1908 and by Lawrence University in 1910. He was awarded the degree of D.D. by Durham in 1908, by Yale in 1909, and by Columbia in 1911. Dr. Lawrence is also a member of the Peabody Education Board and president of the boards of trustees of the Groton and St. Mark's schools. He is the author of "Life of Amos A. Lawrence" (1889); "Life of Roger Wolcott" (1902); "Proportional Representation in the House of Clerical and Lay Delegates"; "Visions of Service" (1896); and "A Study of Phillips Brooks" (1903). In 1874 Dr. Lawrence married Julia Cunningham, of Boston, Mass.

BRIDGES, Horace James, lecturer, b. at Kennington, London, England, 31 Aug., 1880; eldest son of James and Mary (Harding) Bridges. He was educated first at the school of St. John the Divine, Kennington, and afterward at Cator Street Board School; the process terminating in 1892, when he was twelve years old. To this fortunate circumstance, coupled with the fact that he was born a bookworm, and at a very early age had the good luck to discover for himself the works of Shakespeare, Dickens, Scott, etc., is to be ascribed whatever independence and originality of thought he may have attained: colleges being in the nature of things places where (except in the rarest cases) these attributes are obliterated and replaced by an excessive reverence for authority,—which in practice means distrust of oneself. Upon leaving school, he underwent for several years an initiation into life that needs no describing to those familiar with the conditions of the cockney masses.

twenty-five years ago, or with the still more sordid variation of the same conditions in the East Side of New York, the West Side of Chicago, or indeed any of our great cities. As, however, the public conscience of America is still for the most part ignorant of the facts regarding these conditions, it is exceedingly desirable that the publications of the National Child Labor Committee, the Juvenile Protective Association, Miss Jane Addams, and Mrs. Louise Bowen should be studied very attentively. As an ex-child laborer, Mr. Bridges has no hesitation in saying that only the most miraculous good luck, or the special grace of God (whichever of these two names for the same thing one prefers), saved him from pursuing the usual path of the child employee and unskilled worker down the slope of vagrancy, delinquency, and crime. His escape is due, first to the loving care of his mother, secondly to books and the reading habit, and thirdly to the aid of friends, which fortunately just missed being too late. In 1896 he was led by the influence of a valued friend into work connected with the newspaper press, in which he remained engaged from that time till 1905. At the latter date, some articles of his in "The Ethical World," the weekly organ of the English Ethical Movement, attracted the attention of Dr. Stanton Coit, founder and minister of the West London Ethical Society and organizer of the national movement, by whom he was offered the opportunity of training for regular literary and lecturing work in connection with the West London Ethical Society and other centers. Mr. Bridges first came to America with Dr. Coit in the autumn of 1909, for a holiday (incredible as that statement may sound). Connections then established led to his return for a short lecturing tour in the spring of 1912. In the fall of that year he was invited by the Chicago Ethical Society to occupy its pulpit for four months. This led to his being engaged permanently, in the spring of 1913, as the leader of that society; whereupon, with his family, he emigrated to America to assume this position, which he still occupies. He is a member of the Fraternity of Leaders of the American Ethical Union (the dean of which is Prof. Felix Adler, founder of the New York Society for Ethical Culture), also of the Chicago Literary Society, the Chicago City Club, etc. As a lecturer on the University Extension platform in Philadelphia and Chicago, for the Brooklyn Institute, and for many churches, schools, men's and women's clubs, professional societies and Associations of Commerce, he has become widely known. In this country Mr. Bridges has published three works: "Criticisms of Life: Studies in Faith, Hope, and Despair" (1915)—an examination of the teaching on ethical, philosophical, and theological subjects of Mr. G. K. Chesterton, Prof. Ernst Haeckel, Sir Oliver Lodge, Maeterlinck, Ellen Key, etc.; "Some Outlines of the Religion of Experience: A Book for Laymen and the Unchurched" (1916)—a study of the position and outlook of the churches, and an attempt to establish the essential doctrines of religion on an unassailable basis of personal, social, and national experience; and "Our Fellow Shakespeare" (1916). The last-mentioned volume, written at the suggestion of the publishers on the occasion of the Tercentenary of Shakespeare's death, has awakened considerable interest by reason of its treatment (a) of the theory which alleges that the works of Shakespeare were written by Francis Bacon, and (b) of the Hamlet problem. On the first issue the author's arguments may be briefly outlined as follows: (1) It is not true, as the Baconians allege, that little or nothing is known of Shakespeare; on the contrary, apart from monarchs, statesmen, and the few soldiers, sailors, and ecclesiastics whose careers fall under the full blaze of the light of history, Shakespeare is one of the best known men of his time. We know more of him than of any other Elizabethan or early Jacobean dramatist, poet, or man of letters. (2) It is a fallacy to suppose that because his formal schooling was scanty, he cannot have been possessed of sufficient education to write the plays ascribed to him by his contemporaries and by posterity. Wisdom and insight are the gift of genius, and do not necessarily presuppose or result from book learning. Mere knowledge, moreover, can be acquired in many different ways; so that *a priori* arguments, such as those of the Baconians, are inadmissible. Many of the greatest masters of English literature were devoid of academic training (3) But the Baconian contention may be met more squarely by challenging its presuppositions. It asserts that Bacon must have been the dramatist, because of the depth, extent, and variety of knowledge displayed in the plays. What, then, do the Baconians make of the ignorance which those same plays manifest? On this head Mr. Bridges makes a lengthy analysis, with a view to proving that the lack of historic sense throughout the plays is precisely the kind of defect that would not have characterized the work of a scholarly-minded person like Bacon. Not only are the dramas full of petty anachronisms, but each of them is itself one vast anachronism. Shakespeare invariably telescopes into his own time the period with which he professes to be dealing. Lear and Kent, Cæsar and Brutus, Hamlet, Horatio, Macbeth, King John, Falstaff, Autolycus, etc., are all Elizabethan Englishmen. In several plays belonging to pagan periods (e.g., "King Lear," "The Winter's Tale," and "The Comedy of Errors") references to Christianity are freely introduced, and Christian institutions are assumed to exist. Now Bacon, in the one imaginative work he is known to have written (the "New Atlantis"), shows himself extremely careful to avoid just such an inconsistency. He resorts to a miraculous interposition of Providence to account for the fact that the Christian faith had reached his Atlanteans,—thus laboriously circumventing a difficulty which to Shakespeare would never have presented itself as a difficulty at all. (4) The fundamental argument, however, employed to prove that, whoever else may have written the plays, Bacon could not possibly have done them, is the absolute difference, the complete contrast, in will and temperament between the dramatist and the author of the "Novum Organum" and the "De Augmentis." Shakespeare is an observer of the game of life. He has marvelous insight into human character, and into the emotions, instincts, and

sentiments which determine conduct; but he neither feels nor expresses any deep longing to reform the outward order of things, whether in regard to religion or politics, or by means of the spreading of knowledge. Bacon, on the contrary, is a man whose whole soul from youth up is engaged in the enterprise of extending and completing knowledge,—not as an end in itself, but as a means to the establishment of man in his divinely destined mastery over nature. At a time when Shakespeare was pouring the superabundant strength and hilarity of his youth into such productions as "Love's Labour's Lost" and "The Comedy of Errors," Bacon was seeking a lucrative office from Burleigh, on the express ground that, having taken all knowledge to be his province, he needed means to prosecute his researches and to employ others to help him in building up the intellectual and experimental framework of the *imperium hominis*. To this goal every one of his literary activities is directed; nor is it possible to read in any part of the volumes of Bacon without feeling that he is constantly prodding at one's will. Bacon's style, close, compact, analytical as it is, is the natural outgrowth of a mind that was always wrapped up in great, world-embracing purposes. Despite all its grace and richness, it is ever utilitarian. It is never at leisure to become conscious of, or to rejoice in, its own felicities; nor has it any of the spontaneity and lyric rapture which belong by nature to the utterly different temperament of Shakespeare. The conclusion, therefore, is that the Baconian authorship of the plays is intrinsically incredible. Mr. Bridges contends that belief in Bacon as the dramatist is possible only for persons who either are totally unacquainted with his authentic works, or are so lacking in psychological and literary insight that they could equally believe the novels of Dickens to have been written by Darwin, or the works of Mark Twain by Herbert Spencer. He accordingly does not waste time over the fabulous cryptograms invented by Ignatius Donnelly and others, according to which anything can be made to mean anything else. He appeals to anybody who has the slightest practical knowledge of the art of printing to say whether it would be humanly possible to do, even in a sixteen-page pamphlet, what the cryptogram-finders allege to have been done throughout the whole of the great Folio of 1623. It is a downright impossibility, in composing with the freedom and versatility of Shakespeare, to arrange language so that every letter shall recur at regular numerical intervals, and every capital, italic letter, or error of the press be so disposed as to conceal a second meaning under the primary sense of the text. Those who pretend that this miracle —more wonderful than the composition of the plays themselves—was worked by Bacon are either victims of an amazing hallucination, or else they are presuming upon the gullibility of the public. With regard to "Hamlet" Mr. Bridges in a lengthy chapter maintains and seeks, by a minute examination of the text, to prove that the conventional, or Coleridge-Goethe theory of the hero's character is quite inconsistent with the facts. So far from Hamlet's being a distraught philosopher, rendered by overmuch speculation unequal to the tasks laid upon him, he is in fact a thoroughly practical genius, who grasps instantly the painful duty that falls to him, lays his plans with statesmanlike foresight, and never once swerves from them until his end is attained. The Coleridge theory overlooks the important fact that Hamlet's main task is the securing of objectively valid evidence of the guilt of Claudius, and that he is unable to get this until after his return from the interrupted voyage to England. Mr. Bridges requests that the somewhat detailed treatment accorded in this sketch to the problems of Shakespearean criticism may not be construed as evidence that such study has been in any sense the dominant interest of his life. On the contrary, it has been only a recreation of leisure hours, on which he never would have ventured to write for publication but for the request of the firm which issued his book. His life work is the development and propagation of the religious philosophy which has animated the Ethical Culture Movement, and which, although not imposed as a dogma upon either the members or leaders of that movement, is nevertheless, by virtue of its inherent logic, taking conscious shape in their thought. The other two books above mentioned—"Criticisms of Life" and "The Religion of Experience"—are in their author's judgment much more expressive of his deeper interests and true self than the treatise on Shakespeare; and it is probable that his future writings (if any) will pursue the path indicated by those two, rather than the agreeable hobby of Shakespearean or other literary criticism. He is convinced that the great interest of the next half-century will necessarily be in religion, as the overarching sphere in which all the special impulses of reforming activity awakened during the last two generations must find their ultimate reason and justification. Dr. Bridges married 2 June, 1906, Lucy, daughter of Archibald and Edith English, of London, England; of which union have been born three sons (all living) and one daughter (deceased).

HEYWORTH, James Ormerod, civil engineer, contractor, b. in Chicago, Ill., 12 June, 1866, son of James O. and Julia F. (Dimon) Heyworth. His father, James O. Heyworth, came to this country from England in 1860, settling in Cairo, Ill., where he conducted a successful real estate business for some years, then removed to Chicago. Mr. Heyworth was educated in the public schools of Chicago, and at Yale University, where he gradated in 1888. Already, very early in his college course he had determined on engineering as his career, and on leaving college he made his start as a waterboy on railroad construction work, later being advanced to the position of timekeeper. Not long afterward he found employment with the Knickerbocker Ice Company of Chicago, as outside superintendent, and here he remained for the next five years. In 1894 he planned and built the old Coliseum in Chicago, which seated twenty thousand people. Of this enterprise he was president and general manager, but two years later, in 1896, he resigned. In the following year he joined the firm of Christie, Lowe and Heyworth, general contractors. Their business was largely government contracts, such as river and har-



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The anagrams invented by Ignatius
Donnelly and others, according to which any-
thing can be made to mean anything else. He
says that anybody who has the slightest practi-
cal knowledge of the art of printing
possibly

but the whole of the great
It is a downright impos-
with the freedom and
to arrange language
shall occur at regular
and every capital, italic
press be so disposed as
meaning under the prin
These who pretend that
more wonderful than the comp
plays themselves—was worked by

great interest of t
necessarily be in
sphere in which
returning

ages in a lengthy chapter on
by a minute examination of
prove that the conventional, or Classical
Comedy theory of the hero's character is entirely
inconsistent with the facts. So far from
let's
deep-thinking philosopher, rendered

which seated twenty thou
Of this enterprise he was president at
eral meetings, but two years
he resigned. In the following yea
the firm of Christie, Lowe and Hey
eral contractors. Their business

James O. Heyworth.

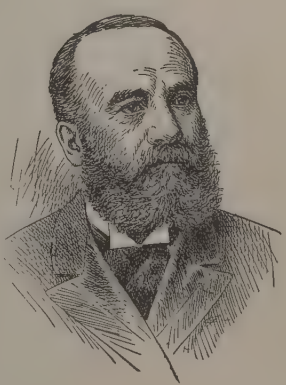
bor improvements at Port Arthur, Tex., and at Ferdinando, Fla., and three locks and dams in the Warrior River in Alabama. In 1903 Mr. Heyworth felt enough confidence in his practical experience to contemplate going into the contracting business independently, which he did, in Chicago, under his own name. In that year he designed and built the Winton Building, which was the first reinforced concrete structure to be raised in Chicago. During the period which followed, ending with 1908, several important contracts for track elevation were executed for the Pan Handle, Grand Trunk, and Chicago Junction Railroads, as well as a contract for a large reinforced concrete bridge across the St. Joseph River in South Bend, Ind. Mr. Heyworth engineered large excavating contracts, including the North Shore Channel for the Sanitary District of Chicago and, later, various sections of the Calumet-Sag Channel. Other work included a tunnel and intake cribs for the Commonwealth Edison Company and track elevation extending from the Chicago and Northwestern Railroad to its northwest station. In connection with this type of work, which Mr. Heyworth performed, he, associated with others, invented the dragline excavator and carried this development into the very large sizes. These were the first of a variety of such machines which have greatly reduced the cost of heavy excavation work. These machines were manufactured by Mr. Heyworth and were used on the New York Barge Canal, the Cape Cod Canal, and on the Pearl Harbor improvements in Hawaii; the North Shore Channel, north of Chicago, and numerous other construction projects in various parts of the country. Within more recent years Mr. Heyworth has been specializing in hydro-electric development, such as installing a hydro-electric plant on the Wisconsin River, near Prairie du Sac, Wis., for the Wisconsin River Power Company, the restoration of a dam and hydro-electric plant on the Elwha River, Washington, for the Olympic Power Company, the rebuilding of a dam in the Black River, near Hatfield, Wis., for the La Crosse Water Power Company, and the excavation and rebuilding of the dam and the deepening of the tailrace in the Wisconsin River at Rothschild, Wis., for the Marathon Paper Mills Company. In 1916 Mr. Heyworth began the design and construction of the "Canadian Soo" hydro-electric development for The Great Lakes Power Company, Ltd., at Sault Ste. Marie, Ontario. This work consists of a power house, canal, tailrace, railroad, and highway bridges, and necessary construction work in connection with the compensating works in the St. Mary's Rapids, in accordance with the requirements of the International Joint Commission, so as to properly regulate the water level of Lake Superior. Both the design and construction features permit of an ultimate enlargement to 48,000 horsepower. The 25,000 horsepower hydro-electric plant at Prairie du Sac, which Mr. Heyworth constructed for the Wisconsin River Power Company (1911-14), consisted of a power house, a thirty-two-foot lift lock and dam over one mile in length, the spillway section being of reinforced concrete with forty-one twenty-foot steel tainter gates operated with two movable electric hoists running on a railroad track on a reinforced concrete operating platform, forty-two feet above lower pool level. All structures rest on pile foundations, driven in sand and gravel. To cut off leakage underneath, 6,000,000 pounds of steel piling were driven. To overcome the many difficulties involved, such as properly taking care of the construction of a coffer-dam surrounding an area extending into the river 500 feet and 200 feet wide, to enable executing excavation work within to a depth of twenty-three feet below low water and also during periods when the river remained at higher stages, he devised methods which effectually solved the new problems involved. Even boulders and quicksand, encountered in large quantities, were difficulties which could not withstand his methods and the huge coffer-dam stood self-supporting against the enormous pressure, unsupported by any through bracing carried across the prohibitive distance of 200 to 500 feet. Another original and important feature which Mr. Heyworth conceived and carried out was a special protection at the toe of the dam to guard against its being undermined by the water pouring down over the dam on the shifting and uncertain bottom. Some idea of the magnitude of this work may be gained from the following minor items: sixty-five carloads of bars were used for the reinforced concrete work; the value of the empty cement bags returned amounted to $33,000; three miles of temporary electric railway tracks, a part of which were laid over the ice during one winter, and the construction and operation of a 267-hp. generating plant for operating motor driven coffer-dam and sand dredge pumps and the electric railway. During the entire period of construction a number of floods occurred, one of them being the highest on record. Another notable contract was the one with the Marathon Paper Mills Company at Rothschild, Wis. A record flood in the fall of 1911 could not pass safely through the tainter gates of the dam without submerging the hydro-electric plant and flooding the city of Wausau. It became necessary to divert the flow of the river around the dam through a new channel formed by the flood, after this was made possible by heavy and extensive blasting. For months the owners labored at their attempt to close the new channel, but were obliged to give it up without success. Mr. Heyworth took over the work promptly and successfully accomplished it, notwithstanding that just then occurred three more floods. As a result of his work such floods in the future are now rendered harmless. Mr. Heyworth's work on the Hatfield dam, on the Black River, near Hatfield, Wis., was another operation worthy of more detailed description. An insufficient spillway proved inadequate to resist the severe flood which swept down in the fall of 1911 and as a result half of the village located at that point was swept away. In the beginning of 1912 the work was turned over to Mr. Heyworth. After removing the débris he was obliged to excavate sixteen feet into the solid rock and construct in the 500-foot gap a gravity concrete dam. This involved the construction of a coffer-dam and the placing of 8,600 cubic yards of con-

crete at a temperature sometimes reaching fifty degrees below zero. Yet the work was completed in time to meet the danger from the spring floods, the first of which descended upon the works only two days after their completion. Another notable achievement was that performed for the Olympic Power Company dam on the Elwha River at Port Angeles, Wash. This was a gravity concrete power dam, built on sand, with foundation piles, and raised the river 100 feet. A few days after the completion of this first work by the owners the river tore under the dam and washed away the sand down to bedrock, 100 feet deep, the dam spanning the gap like a bridge with the torrent roaring along underneath it. Estimates which were made by experts on the cost of restoring the dam, based on the standard practice, fixed the price at $600,000 and the time needed at two years. Mr. Heyworth secured the contract and, using his own special methods, executed the work in a few months at a cost less than one-fourth of the previous estimates. Of the many bridges which Mr. Heyworth has constructed, the Jefferson Street Bridge in South Bend, Ind., is the most noteworthy. A four-arched (110 feet clear spans each) bridge was built on the site of a three-span steel through truss bridge over the St. Joseph River, the latter being floated downstream 100 feet and placed on temporary piers in order to provide roadway for the general traffic during the construction of the reinforced concrete bridge. A power dam is located about one block downstream from the bridge, the crest of which is about twenty-two feet above the footings of the concrete piers of the bridge. The bridge itself is on a sixty-degree skew and a 1.3 per cent. grade. To provide sufficient waterway the radius of the greater part of the introdos of the east span was made 246 feet, which, at the time it was constructed, resulted in the flattest construction for heavy traffic long-span arches ever constructed, necessitating one solid concrete abutment 42 feet wide by 90 feet long and one solid concrete abutment 30 feet wide and 90 feet long. The clear width of the bridge is 72 feet and, at the ends, 82 feet. In spite of his many and his large activities as an engineer, Mr. Heyworth has still found the energy to expand his interests into other fields of enterprise. He has served on the board of directors of some of the leading city banks in Chicago and of various manufacturing and building firms. His leisure, in great part, is devoted to yachting. He was commodore of the Chicago Yacht Club during the year 1913. His flagship, the "Polaris," has won many cups, including the cup for the long distance race from Chicago to Mackinac Island, Michigan. He is also a member of the Chicago University, Chicago Engineers', Old Elm, Shoreacres, Tolleston, Sanganois, and Owentsia Clubs of Chicago, and of the Yale and Engineers' Clubs of New York City. The societies to which he belongs include the Chicago Historical Society, American Society of Civil Engineers, and the Western Society of Engineers. He was president of the Chicago Engineers' Club for three years (1910-13). On 15 Jan., 1902, Mr. Heyworth married Martica Gookin Waterman, of Southport, Conn., and they have two children, Frances Dimon and James Ormerod Heyworth, Jr.

GILDER, Richard Watson, b. at Bordentown, N. J., 8 Feb., 1844; d. in New York City, 18 Nov., 1909, son of Rev. William H. and Jane (Nutt) Gilder. His taste for literature was inherited. He was educated in a school conducted by his father, a Methodist clergyman, at Flushing, L. I., where he also learned to set type and published the "St. Thomas Register." He was far from rugged physically, yet when the Army of Northern Virginia, led by General Lee, invaded Pennsylvania, young Gilder was among the volunteers who rallied to defend the Union. He enlisted in Private Landis' Philadelphia Battery, 24 June, 1863, and saw active service in the Gettysburg campaign. From his military service the young soldier learned the value of discipline and of self-control, and that life contains some things for which it is not unworthy even to die. The death of his father, while serving as chaplain of the Fortieth New York Volunteers, obliged him to relinquish the study of the law, and a little later he became a reporter on the Newark (N. J.) "Advertiser," of which he subsequently was editor. He afterward established, with Newton Crane, the Newark "Register," and in 1870 became editor of "Hours at Home," a monthly magazine published by Scribners. When "Hours at Home" was merged with "Scribner's Monthly," conducted by Dr. J. G. Holland, Mr. Gilder served as managing editor. Upon the death of Dr. Holland in 1881, Mr. Gilder became editor of "Scribner's," which in April, 1891, appeared as the "Century Magazine," a position which he occupied until his death. Richard Watson Gilder was not only a poet; he was also a prophet and civic leader. His life and example controverted the general conception of a poet as an unpractical dreamer, shrinking into retirement from the rude clamor and battle-shocks of the great world. He might have worn with pride the bronze button of the Grand Army of the Republic. Though his physique was frail, his spirit was martial; and any righteous cause, however desperate, awoke in him a quick and militant ardor. He gloried in the struggle for right, and was never dismayed though the victory seemed to be long postponed. He loved the sights and sounds of country life, yet he was a true metropolitan. He declared in his song of "The City" that no other music was half so sweet to him "as the thunder of Broadway." The mighty tides of human life, the endless activity, and the varied aspects of the city stirred him like a trumpet-blast. His prose was wrought carefully and finely like a delicate arabesque, yet its texture was firm, full, and rich. Few understood better than he the noble possibilities of the English language. As an editor he exerted a wide influence upon the literature of his day. He understood his profession, and rallied round him contributors and associates toward whom he was unfailingly courteous and considerate. His eyes were keen to discover merit in new places, and his recognition of good work was immediate and cordial. Lowell, Aldrich, and Gilder formed a triumvirate of poet-editors of whom Gilder was not the least. He was among the first, if not the very first, to discern the possi-

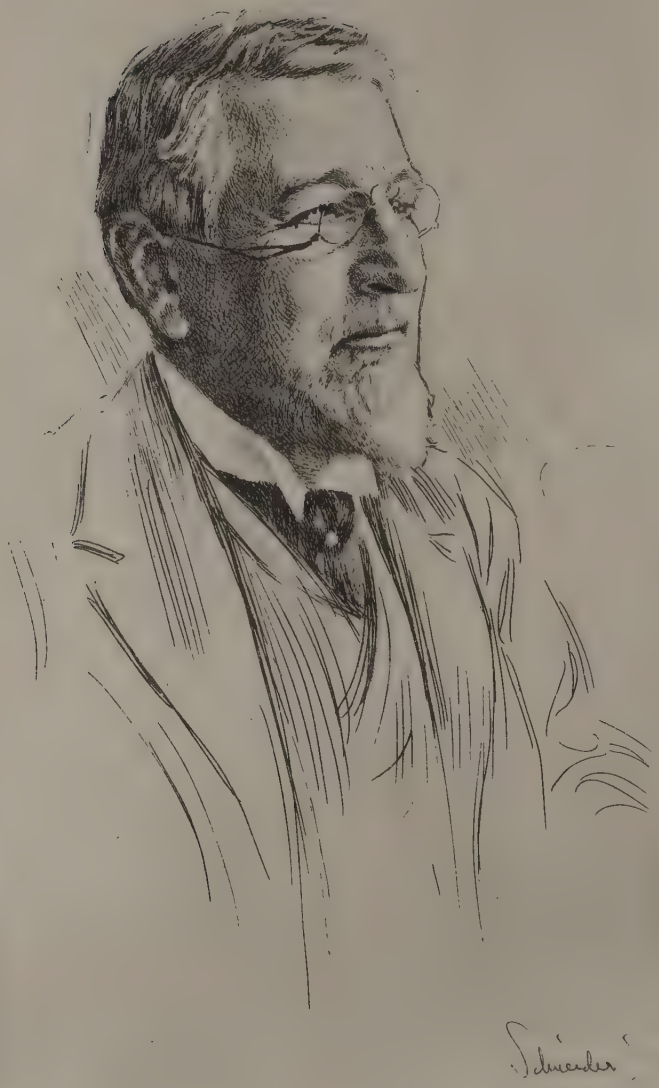
bilities of photographic reproduction. He pursued it through its entire development, and was one of those who welcomed the use of color even at a lavish cost. His friendships were like himself, frank, honest, and sincere. The New York Authors Club, the Art Students League, and the Society of American Artists all came into being in his house. He was one of the early members of the American Academy of Arts and Letters, and an original member of the National Institute of Arts and Letters. As a member of the Simplified Spelling Board, he hoped that the English language might ultimately be fitted to become a world-language. He was a leader in the organization of the Citizens' Union, a founder and the first president of the Kindergarten Association, and of the Association for the Blind. Mr. Gilder was chairman of the first Tenement House Commission in the city of New York, an office which he filled with diligence and intelligence, and was largely responsible for the abatement of conditions and evils that had become intolerable. During his service on the commission, he arranged to be called whenever there was a fire in a tenement house; and at all hours of the night he risked his health and his life itself to see the perils besetting the dwellers of the tenements, in order to make wise recommendations as to legislation that would minimize these perils. Notwithstanding his gentleness of manner and perfect courtesy, no man could more bravely stand up in civic contests and for the rights of the poor and oppressed. Radical and permanent improvements were effected in the housing of the poor in New York, in the opening of small parks in the crowded districts, and in the establishment of playgrounds in connection with the public schools. After the tenement law had been passed, mainly through Gilder's great work, it was well said that "it needed the inspiration and passionate love of the poet to feel the danger to women and children in the tenement houses of New York." Shortly before his death his poems were gathered up into a single volume containing his latest revisions and definitive corrections. In his poetry there is the true lyric cry. The poems are almost invariably beautiful, and are characterized by transparent simplicity and spontaneity. He touched art as well as life upon many sides, music, painting, architecture, and sculpture appealing to him scarcely less than nature itself. He cherished a lofty scorn for whatever was mean and ignoble; hypocrisy roused him to an indignation that scorched and withered like the breath of a furnace. As one whose interest in reforms was practical and unselfish, Mr. Gilder set an example of enduring and altruistic fidelity. He was an optimist, a poet of distinction, and an editor of exceptional ability. But fine as was the work which he achieved, his manhood challenges admiration from all who are interested in the noblest developments of the human soul. Mr. Gilder received the degree of LL.D. from Dickinson College in 1883 and from Wesleyan in 1903, and Litt.D from Yale in 1901 (Bi-centennial). In 1890 Harvard conferred upon him the degree of A.M.; and he received the degree of L.H.D. from Princeton in 1896 (Sesquicentennial). He was also decorated by the French government with the cross of the Legion of Honor. Besides the official relations which Mr. Gilder held in the organizations already mentioned, he was president of the Public Art League of the United States; a member of the council of the National Civil Service Reform League; an organizer of the International Copyright League; and was acting president of the City Club. His published volumes include "The New Day," "The Celestial Passion," "Lyrics," "Two Worlds," "The Great Remembrance" (these included in "Five Books of Song"), "In Palestine," "Poems and Inscriptions," "A Christmas Wreath," "A Book of Music," and "Grover Cleveland: A Record of Friendship." In 1908 the "Household Edition" of his poems was published by the Houghton, Mifflin Company, who in 1916 published "Letters of Richard Watson Gilder, edited by his daughter, Rosamond Gilder." He married Helena, daughter of Commodore George de Kay, and granddaughter of the poet, Joseph Rodman Drake, 3 June, 1874.

LEARY, John, mayor of Seattle, b. in St. John, New Brunswick, Canada, 1 Nov., 1837; d. in Seattle, Wash., 9 Feb., 1905. Early in life he started in the business world on his own account and soon developed unusual aptitude for business and a genius for the successful creation and management of large enterprises. His initial efforts were in the lumber trade, and he became an extensive manufacturer and shipper between the years 1854 and 1867.



He also conducted an extensive general mercantile establishment in his native town and also at Woodstock, New Brunswick. Prosperity had attended his efforts, enabling him to win a modest fortune, but the repeal of the reciprocity treaty between the United States and Canada resulted in losses for him. Crossing the border into Maine, he conducted a lumber business at Houlton, for some time, but, when the Puget Sound country came to the front as a great lumber center, he resolved to become one of the operators in the new field. Mr. Leary reached Seattle in 1869, finding a little frontier village with a population of about one thousand. Keen sagacity enabled him to recognize the prospect for future business conditions and from that time forward until his death he was a co-operant factor in measures and movements resulting largely to the benefit and upbuilding of the city, as well as proving a source of substantial profit for himself. In 1871 he was admitted to the bar and entered upon active practice as junior partner in the law firm of McNaught and

Leary, which association was maintained until 1878, when he became a member of the firm of Struve, Haines and Leary. Four years later, however, he retired from active law practice and became a factor in the management of gigantic commercial and public enterprises, which have led to the improvement of the city, as well as to the development of the surrounding country. In the meantime, however, he had served for several terms as a member of the city council of Seattle, and in 1884 was elected mayor. His was a notable administration during the formative period in the city's history. He exercised his official prerogatives in such a manner that the public welfare was greatly promoted, and in all that he did he looked beyond the exigencies of the present to the opportunities and possibilities of the future. The position of mayor was not a salaried one at that time, but he gave much time and thought to the direction of municipal affairs. He was instrumental in having First Avenue, then a mud hole, improved and planked, and promoted other improvements. He was the first mayor to keep regular office hours and to maintain thoroughly systematized handling of municipal interests. Through the conduct and direction of important business enterprises his work was perhaps of even greater value to Seattle. A contemporary historian said in this connection: "When he came to Seattle none of the important enterprises which have made possible its present greatness had been inaugurated. The most vital period of the city's history had just begun. Only men of the keenest foresight anticipated and prepared for a struggle, the issue of which meant the very existence of the city itself. No city so richly endowed by nature ever stood in such need of strong, brave, and sagacious men. Mr. Leary was among the first to outline a course of action such as would preserve the supremacy of Seattle, and with characteristic energy and foresight he threw himself into the work. A natural leader, he was soon at the head of all that was going on. A pioneer among pioneers, it fell to his lot to blaze the way for what time has proven to have been a wise and well-directed move. When the Northern Pacific Railroad Company sought to ignore and possibly to commercially destroy Seattle, Mr. Leary became a leader of resolute men who heroically undertook to build up the city independently of the opposition of this powerful corporation. To this end the Seattle and Walla Walla Railroad was built, an enterprise which at that time served a most useful purpose in restoring confidence in the business future of the city, and which has ever since been a source of large revenue to the place. Throughout the entire struggle, which involved the very existence of Seattle, Mr. Leary was most actively engaged, and to his labors, his counsel, and his means the city is indeed greatly indebted." In 1872 Mr. Leary turned his attention to the development of the coal fields of this locality, opening and operating the Talbot mine in connection with John Collins. He was instrumental in organizing a company for supplying the city with gas, and served as its president until 1878, thus being closely identified with the early material development of his community. His enterprise also resulted in the establishment of the waterworks system, and, along these and many other lines, his efforts were so directed that splendid benefits resulted to the city. In fact, he was one of the men who laid the foundations for the future growth and importance of Seattle. It was he who made known to the world the resources of the city in iron and coal. Between the years 1878 and 1880 he sent out exploring parties along the west coast as far as Cape Flattery, on the Slagit and Similkimeen Rivers, also through the Mount Baker district and several counties in eastern Washington. His explorations proved conclusively that western Washington was rich in coal and iron, while here and there, also, valuable deposits of precious metals were to be found. The value of Mr. Leary's work to the State in this connection cannot be over-estimated, as he performed a work the expense of which is usually borne by the commonwealths themselves. Another phase of his activity reached into the field of journalism. In 1882 he became principal owner of the Seattle "Post," now consolidated with the "Intelligencer" under the style of the "Post-Intelligencer." He brought about the amalgamation of the morning papers and erected what was known as the Post Building, one of the best of the early business blocks of the city. In 1883 he was associated with Mr. Yesler in the erection of the Yesler-Leary Block at a cost of more than $100,000, but this building, which was then the finest in the city, was destroyed by the great fire of June, 1889. One can never measure the full extent of Mr. Leary's efforts, for his activity touched almost every line leading to public progress. He was active in the establishment of the Alaska Mail service, resulting in the development of important trade connections between that country and Seattle. He was elected to the presidency of the Chamber of Commerce, which he had aided in organizing, and also became president of the Seattle Land and Improvement Company, of the West Coast Improvement Company and the Seattle Warehouse and Elevator Company. He was one of the directors of the Seattle, Lake Shore and Eastern Railway Company, of the West Street and North End Electric Railway Company, which he aided in organizing, and was likewise a promoter and director of the James Street and Broadway Cable and Electric Line. In financial circles he figured prominently as president of the Seattle National Bank, but was compelled to resign that position on account of the demands of other business interests. In February, 1891, he organized the Columbia River and Puget Sound Navigation Company, capitalized for $500,000, in which he held one-fifth of the stock. That company owned the steamers "Telephone," "Fleetwood," "Bailey Gatzert," "Floyd," and other vessels operating between Puget Sound and Victoria. Before his death a biographer wrote of him: "It is a characteristic of Mr. Leary's make-up that he moves on large lines and is never so happy as when at the head of some great business enterprise. His very presence is stimulating. Buoyant and hopeful by nature, he imparts his own enthusiasm to those around him. He has not overlooked the importance of manufacturing interests to a city like Seattle, and over and over again has encouraged and aided, often



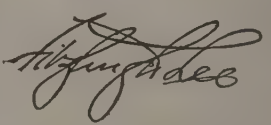
John L. Gray

at a personal loss, in the establishment of manufacturing enterprises, having in this regard probably done more than any other citizen of Seattle. He has ever recognized and acted on the principle that property has its duties as well as rights, and that one of its prime duties is to aid and build up the community where the possessor has made his wealth. There are few men in the city, therefore, who, in the course of the last twenty years, aided more in giving employment to a large number of men that Mr. Leary, or whose individual efforts have contributed more of good to the general prosperity of Seattle." Mr. Leary left an estate valued at about $2,000,000. After his death the estate built the Leary Building upon the site of his old home. Mr. Leary was a man of most generous spirit, giving freely in charity to worthy individuals and to important public enterprises. He built the finest residence in Seattle just before his death and took great pleasure in planning and erecting the home, but did not live to occupy it. He might be termed a man of large efficiency, of large purpose, and larger action. He looked at no question from a narrow or contracted standpoint, but had a broad vision of conditions, opportunities, and advantages. His life was never self-centered, but reached out along all those lines which lead to municipal progress and public benefit. His work has not yet reached its full fruition but, like the constantly broadening ripple on the surface of the water, its effect is still felt in the upbuilding and improvement of the city. Mrs. Leary still makes her home in Seattle and is very active in charitable work and in club circles, being identified with many women's clubs. Mr. Leary was also president of the Rainier Club, the leading social organization of Seattle, and those who came in contact with him entertained for him the warmest friendship, the highest admiration, and the greatest esteem. His was a life in which merit brought him to the front and made him a leader of men, and by some admiring friends he has been called the most popular man in Washington. On 21 April, 1892, Mr. Leary married Eliza, a daughter of the late Gov. Elisha P. Ferry.

GRAY, John Chipman, lawyer, teacher, and author, b. in Brighton, Mass., 14 July, 1839; d. in Boston, Mass., 25 Feb., 1915, son of Horace and Sarah Russell (Gardner) Gray. After the usual preparatory course Mr. Gray entered Harvard University, receiving his degree of A.B. from that institution in 1859. Having decided upon the law as his profession, he became a student in the Harvard Law School, and received his LL.B. degree in 1862. He was admitted to the Massachusetts bar at the age of twenty-three, immediately following his graduation from the law school, but, instead of entering upon practice, responded to the call for troops and entered the army, serving to the end of the Civil War. By successive promotions he became second lieutenant in the Forty-first Massachusetts Infantry, and the Third Massachusetts Cavalry; was aid to Gen. George H. Gordon, and was finally major and judge-advocate of the United States Volunteers on the staffs of Generals Foster and Gilmore. After receiving his discharge at the end of the war, he returned to Boston and began practice as a member of the old Boston law firm of Ropes, Gray and Gorham. In 1869 he became lecturer at the Harvard Law School; in 1875, was appointed Storey professor of law; and on 12 Nov., 1883, became Royall professor, a position which he held until 1 Feb., 1913, when he resigned, becoming Royall professor emeritus. At the time of his resignation every member of the faculty of Harvard Law School had been among his former pupils. He taught many subjects, notably bankruptcy and the law of the federal courts, conflict of laws, constitutional law, and all branches of law of property and jurisprudence. With his partner, John C. Ropes, he edited the "Harvard Law Review" for many years, beginning with its foundation. Although Professor Gray put the law school first in the round of his activities, he made a reputation in his professional practice for clear-sightedness, sagacity, and eloquence, and for a high average of success in his cases. For many years he was associated with Mr. Ropes, and with William C. Loring, now (1917) a justice of the Supreme Court of Massachusetts, the firm being known as Ropes, Gray and Loring. On Judge Loring's retirement from the firm the name became Ropes, Gray and Gorham, later Ropes, Gray and Perkins, consisting of Professor Gray, Clift Rogers Clapp, Roland Gray, H. L. Shattuck, W. H. Best, Roger Ernst, and A. R. Graustein. Professor Gray was generally regarded as the leading authority in this country on the law of real property, and in the involved subject of perpetuities it is said that his knowledge was unrivaled. In the later days of his life his counsel was sought in a wide range of affairs, testators and executors, clergymen accused of heresy, cotton mills, and colleges, millionaires and poor widows in trouble, all came to him for advice, and his opinion seldom proved wrong. In politics he was a Republican, and it is said that he more than once refused a position on the Massachusetts Supreme Court bench, preferring to give his time to his practice and teaching. In business interests he was at one time a director of the Boston and Providence Railroad, a vice-president of the Massachusetts Hospital Life Insurance Company, and vice-president of the Provident Bank for Savings of Boston. Professor Gray wrote much on various law topics and was the author of the "Rule Against Perpetuities," which ran through three editions; the "Nature and Sources of the Law," which embodied his lectures delivered at Harvard and Columbia Universities, published in 1909; and "Select Cases and Other Authorities on the Law of Properties," an exhaustive work of six volumes which was published in two editions. His honors and responsibilities were many, and in recognition of his high attainments, in 1894, Yale College conferred upon Professor Gray the degree of LL.D., and the following year he received the same degree from Harvard. In conferring the Harvard degree it is worthy of note that President Eliot referred to the recipient as "*juris professorem eloquentem, scriptorem, sagacem, subtilem.*" Professor Gray's writing was conspicuous for a sense of proportion, for while it gave a great scholar, like himself, an excuse for over-

weighting the historical side, he valued his scholarship only as it would fit the needs of his fellow men. Adequate and illuminating as was his historical matter, it was always suited to the main end. Among the qualities which give his works their greatest value and high place among the best law books is his quality of conciseness and lucid completion in small compass. It is said that he knew the truth in Stevenson's statement: "There is but one art—to omit. A man who knew how to omit could make an Iliad of a daily paper." His style was distinguished, his mind having power to master his amazing learning without its having power to master him. His reading included every subject. He was deeply versed in theology, was a profound Greek scholar, and entertained his leisure hours with the "Odyssey." While the terse elegance of his style was no doubt influenced by his classic training, it was more directly influenced by the native simplicity and uprightness of his character, his hatred of sham in any form, lack of affectation or pose combining with his fine mind to produce an intellectual honesty that matched the soundness of his moral fiber. In the classroom he displayed the same fine qualities—scorn of pedantry, freedom from the least touch of self-consciousness, and a moral, as well as an intellectual, stimulus. He had other special gifts as a teacher; understood men, no doubt because of his own direct and manly nature; and had a wonderfully swift and smoothly working mind. In the law school, his lectures were models of zealous preparation. His wonderful physique enabled him to pursue successfully his varied activities, and until he had passed the age of seventy he never had occasion to change the habits of life formed at thirty. On the death of Professor Thayer, in 1902, Professor Gray assumed the teaching of Evidence and of Constitutional Law, thus changing from his own specialty, the law of property, to that of another man, when past sixty years of age, even though at the time his law practice was bringing him heavier responsibilities. An example of his tireless search for knowledge was his attendance, at the age of sixty-eight, on a course in Roman law given by a junior colleague. Following the death of Professor Gray a number of notable tributes were published in the "Harvard Law Review." In one of these Samuel Williston, a member of the law faculty of Harvard, said: "When Gray died there passed from among us a man whose type has always been rare and is growing rarer. He was at once a specialist in a narrow difficult branch of the law, a lawyer in general practice, a man of affairs, a teacher, a writer, a well-read scholar in various fields with cultivated interests in letters and art, and a man of the world by no means averse to mingling in congenial society." Joseph H. Beale said: "A typical man of the law, in whose face wisdom, judgment, probity, were joined with good sense, coolness, and logical precision—the qualities that further acquaintance showed were the qualities of the man,—courtesy, kindliness, wit, consideration for others. . . . The characteristic that clings most to memory is virility—power of mind, power of body, power of character. There were giants in his day; and about each of his qualities there was something immensely human. He was a man, and his like, take him all in all, we shall never see." Professor Gray married in 1873, Anna Lyman Mason, of Boston. They had two children: Roland Gray, a graduate of Harvard College, class of 1895, who was afterward associated with his father in practice, and one daughter, Eleanor L. Gray, who married Henry D. Tudor, of Boston.

LEE, Fitzhugh, soldier and governor of Virginia, b. at Clermont, Fairfax County, Va., 19 Nov., 1835; d. in Washington, D. C., 28 April, 1905, son of Sidney Smith and Anne (Mason) Lee. His father, the third son of "Light-Horse" Harry Lee, of Revolutionary fame, and a brother of the famous soldier, Robert E. Lee, was at the beginning of the Civil War a captain in the United States navy, and afterward admiral in the Confederate navy. His mother was a daughter of George Mason, of Fairfax County, who wrote the Virginia Bill of Rights. Fitzhugh Lee grew up a strong, sturdy, active Virginia boy. His family had produced many military men, and he could not resist the hereditary impulse; accordingly, in 1852, he entered the U. S. Military Academy. His record in scholarship was not remarkably good. He was, however, an excellent horseman, and when he was graduated in 1856 he joined the Second U. S. Cavalry in the west as second lieutenant. This regiment is famous for having given more noted officers to both federal and Confederate armies than any other in the service at the time. Its colonel was Albert Sidney Johnston; its lieutenant-colonel, Robert E. Lee, and among its other officers were the later generals, Thomas, Earl Van Dorn, Kirby Smith, Hood, Stoneman, and several others. At the time of Lee's attachment to this command the Indians were troublesome, and they saw much service against them. In 1859 he was severely wounded by an Indian arrow. When he recovered he was ordered, in May, 1860, to West Point as instructor in cavalry tactics. He held this position until the outbreak of the Civil War, when he resigned and entered the Confederate service. He was first assigned to staff duty as lieutenant upon the staff of General Ewell. Until September, 1861, he was adjutant-general of the brigade. At this latter date he was chosen lieutenant-colonel in the First Virginia cavalry. His regiment was under command of Gen. J. E. B. Stuart, and his dashing vigor, combined with soldierly obedience, brought him quick promotion. As colonel he took part in all the campaigns of the Army

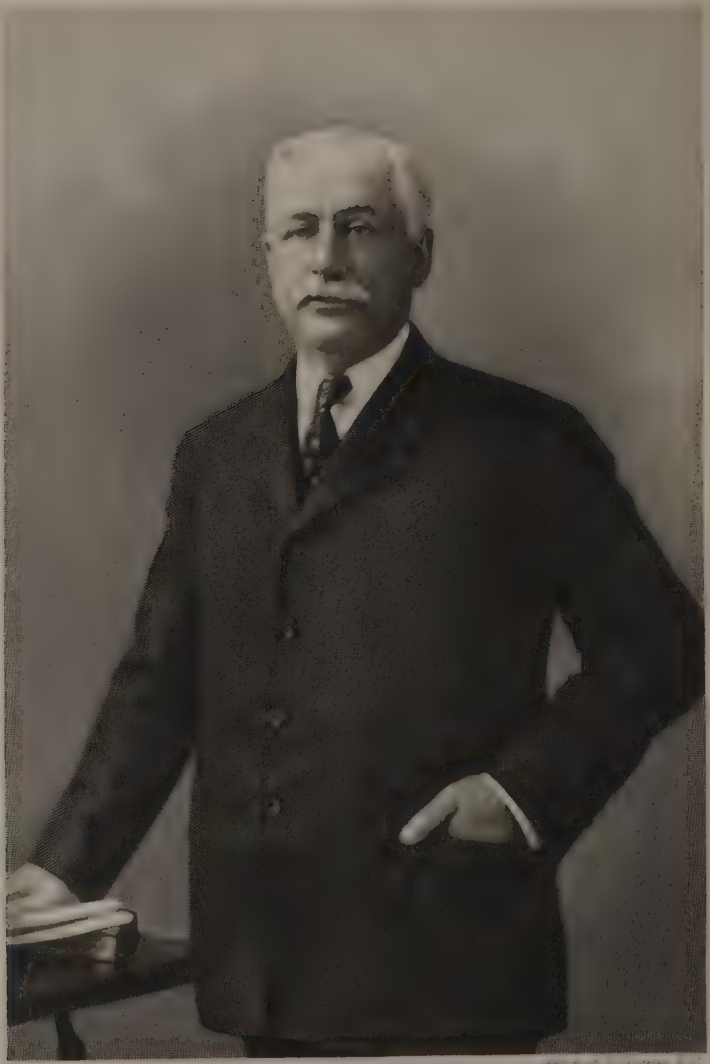


of Northern Virginia. On 25 July, 1862, he was made brigadier-general, and on 3 Sept., 1863, major-general. In the battle of Winchester, 19 Sept., 1864, three horses were shot under him, and he was disabled by a severe wound, which kept him from duty for several months. In March, 1865, he was put in command of the whole cavalry corps of Lee's army, and some of his most brilliant fighting was done upon the retreat from Petersburg to Appomattox. The cause was lost, however, and in April he surrendered to General Meade at Farmville. He was still a young man, but it was almost a perilous course for one of his years, knowing only a military life, to settle down upon a farm to draw his support from the soil. It was practically the only course open to him, however, so after his marriage he began work upon his impoverished estate in Stafford County. Here he lived the quiet life of a private citizen and farmer for twenty years. Several times during the period his name had been brought forward as a candidate for governor, but he made no active efforts and the movements had failed. In the winter and spring of 1882-83 he made a tour through the Southern States in the interest of the Southern Historical Society. The Democrats had regained control of the legislature in 1883, and had passed an election law that seemed to assure them future success. In 1885 Lee was nominated their candidate for governor in opposition to John S. Wise. Both candidates were men of unquestioned honor and ability; both could appeal to an illustrious lineage—an appeal always listened to by the Virginia voter. Lee, however, had the advantage of the party organization and of his record in the Confederate service. After an exciting campaign he was elected by a small plurality. As governor he served the State acceptably and well. When his term expired he withdrew to his home, but soon took part in a scheme for the promotion of a "boom" town, Glasgow, situated on a farming tract that was supposed to be rich in coal, iron, and various other minerals. The "boom" ran its usual course and then collapsed, leaving Lee a poorer man than ever and somewhat discredited as a financier, although no imputations were put upon his integrity. His experience in this affair was one of the causes of his loss of election as U. S. Senator. He was fortunate, however, in securing the appointment of revenue collector from Cleveland. Just before the close of the President's term this position was changed for the more congenial post of consul-general at Havana. Here his Southern training and traditions made him a favorite personally with the punctilious Spaniards, and his military instincts carried him safely through the dangers of his official position. The Cuban rebellion having begun, relief expeditions were organized on American soil, a portion of the press and public clamored for intervention in the island by the United States; the responsibilities of the American consul at Havana increased each day. President McKinley showed commendable common sense when he retained under his Administration the Democrat appointed to the post by President Cleveland. All the advantages of a continuous policy were thereby secured, which indeed was most necessary. The concentrating policy adopted by Weyler resulted in crowding into the towns a great mass of helpless non-combatants, whose situation was hopeless in the extreme; for, naturally improvident, they refused or failed to cultivate the little strips of land provided for them, and in consequence died off in droves from starvation and disease. The reports spread abroad in the United States that many of them were American citizens led President McKinley, on 17 May, 1897, to ask from Congress an immediate appropriation of $50,000 for their relief; the sum was voted at once and was intrusted to Lee for distribution. Three months later he reported that he had expended less than one-fifth of the sum voted, that he had fed and cared for every American in distress that he could possibly find, and that he had furnished transportation to this country for all that wished it. Ninety-five per cent. of the whole number of sufferers assisted were naturalized Americans, although most of them were unable to speak English and had never lived in this country, securing their rights as the wives or children of men naturalized here. Affairs were now rapidly drawing to a crisis. By the end of 1897 it became evident that the proposed system of autonomy was a failure. Early in 1898 came the de Lôme incident, followed by the destruction of the "Maine" on the night of 15 Feb. On 6 March, Spain intimated a wish for the recall of Consul-General Lee, but the government at Washington promptly declined to consider it. Early in April a general exodus of Americans took place from the island, Lee staying until the last. When he did leave, at length, and return to this country, his journey through the Southern States, from Tampa to Washington, where he arrived on 12 April, was one continuous popular ovation, a marked evidence of the estimation in which his efforts had been held by the people. War was declared against Spain on 21 April, and soon after this Lee was appointed major-general of volunteers. During the actual continuance of hostilities he saw no active service, the corps under his command, the Seventh, remaining in the United States. In December, 1898, however, he reviewed his command at Savannah, and with it set sail on the 11th for Havana, of which province and Pinar del Rio he had been appointed military governor, and there remained until 1 Jan., 1899, when he was relieved and placed in command of the Department of the Missouri, U. S. army, with headquarters at Omaha, Neb. He was in this command when he was retired from the service. On this occasion his rank was fixed by special act of Congress as a brigadier-general, with General Wilson, of Delaware, and Gen. Joseph Wheeler. He then returned to his home in Virginia, and continued in private life until his election as president of the Jamestown Exposition Company in 1902, a position which he retained to the time of his death. He is the author of a biography entitled "General Lee" in the "Great Commander" series (New York, 1894), and "Cuba's Struggle Against Spain" (1899). General Lee was married 19 April, 1871, to Anne Bernard, of Alexandria, Va. They had two sons, Fitzhugh Lee (2d), captain in the Third Cavalry, and George Mason

Lee, first lieutenant in the same command; and three daughters: Ellen, wife of Capt. James Cooper Rhea, of the Seventh Cavalry; Anne Fitzhugh, wife of Lieut. Lewis Brown, of the First Cavalry; and Virginia, wife of Lieut. John Cjester Montgomery, of the Seventh Cavalry.

ALLEN, William Frederick, metrologist, b. in Bordentown, N. J., 9 Oct., 1846; d. in South Orange, N. J., 9 Nov., 1915, son of Joseph Warner and Sarah Burns (Norcross) Allen. His father was a noted civil engineer, and also served in the State senate, and on the governor's staff, was deputy quartermaster-general of New Jersey, at the outbreak of the Civil War, and later colonel of the Ninth New Jersey Volunteers, and as a member of the Burnside Expedition to North Carolina was drowned off Cape Hatteras, 15 Jan., 1862. Mr. Allen was educated at Bordentown, and at the Protestant Episcopal Academy at Philadelphia. In 1862 he was employed as rodman on the Camden and Amboy Railroad, of which he became assistant engineer in the following year. He left this position in 1868 to become resident engineer of the West Jersey Railroad, and four years later joined the editorial staff of the "Official Railway Guide." In 1873 he became editor and manager of the National Railway Publication Company, and in 1875 was made secretary of the General Time Convention. In connection with this organization and its successor, the American Railway Association, he became interested in and labored for the adoption of standard time, which in 1883 superseded the previously existing arbitrary and conflicting method of time reckoning by railroads as well as by local authorities. Though proposals that railway time should be governed by meridians one hour apart had been made, notably by Charles F. Dowd in 1869, and Sir Sanford Fleming in 1876, no feasible plan had been evolved when the general subject was presented to the general managers of the railways in October, 1881, by Dr. F. A. P. Barnard, and Profs. Cleveland Abbe and Ormond Stone. The papers being referred to Mr. Allen, as the secretary of the convention, he devised a complete system, presented 11 April, 1883, which was based upon a close study of the subject, independent of other propositions. The difficulty of adjusting local and standard time was met by practically abolishing the former, and instead of the minute changes of time, the divisions were arranged in even hours, and every point upon the border lines where the change was to be made exactly designated. The association ordered this plan to take effect 18 Nov., 1883, and from that time on the system practically became general throughout the United States, being followed by other countries soon after, so that the standard time is now almost universal. The benefits of this system can hardly be estimated, and Mr. Allen, as its originator, is generally recognized as the one to whom the credit is due. The General Time Convention in 1884 resolved, "That we hereby declare that the Secretary of this Convention, Mr. W. F. Allen, is the person whom we recognize as the originator of the system, based upon the hour theory, which we have adopted; and as we delegated to him the sole duty of securing its adoption, his successful services in the performance of that duty should be, and are hereby fully acknowledged." Mr. Allen was a delegate of the United States government to the International Meridian Conference at Washington in 1884; the International Railway Congress in Paris in 1900; and a delegate of the American Railway Association to the International Railway Congresses, London in 1895, Paris in 1900, Washington in 1905, and Berne in 1910, and is a member of the Permanent International Commission of that organization. He was a delegate to the Republican National Convention in 1908. Mr. Allen is an honorary member of the K. K. Geographical Society, Vienna; a member of the Council of the American Metrological Society, a member of the National Geographic Society, the New Jersey Historical Society, the American Academy of Political and Social Science, the American Association for the Advancement of Science, the American Statistical Society, of the Washington Academy of Sciences, the Loyal Legion, the Navy League, the American Economical Association, the American Society of Civil Engineers, the American Railway Guild (past master), and the Pennsylvania Society of New York. The honorary degree of M.S. was conferred upon him by Princeton University in 1906, and he was made chevalier of the Order of Leopold by the Belgian government in the same year. He was a member of the Traffic and Railroad Clubs of New York, the Essex County Country and South Orange Field Clubs of New Jersey. He contributed to various magazines, journals, and cyclopedias on the subjects of railways and standard time. Mr. Allen married 20 April, 1871, Caroline Perry, daughter of Hon. Thomas J. Yorke, of Salem, N. J.

MORTON, William James, physician, b. in Boston, Mass., 3 July, 1845, son of William Thomas Greene and Elizabeth (Whitman) Morton. His father was the famous discoverer of surgical anesthesia, and a descendant of Robert Morton, a native of Scotland, who settled first at Mendon, near Charlton, Mass., and afterward in New Jersey, where he purchased several thousand acres of land on the site of the present city of Elizabethtown. Two ancestors, father and son, James and Thomas Morton, fought in the Revolutionary War. Dr. Morton was prepared for college at the Boston Latin School; entered Harvard University in 1863, and was graduated in 1867. Upon leaving college, he taught one year as principal of the high school, Gardiner, Mass., and in 1868, entered the Harvard Medical School. He was house pupil in the Massachusetts General Hospital, and was graduated in 1872, the first student to be graduated under what was termed the "new system" of written examinations, then for the first time adopted in the Harvard Medical School. He was resident student in the Discharged Soldiers' Home, Boston, in 1869; assistant in the Surgical Out-Patients' Department, Massachusetts General Hospital, in 1869; house surgeon of the same hospital in 1871, and district physician of the Boston Dispensary in 1872. In that year, Dr. Morton began general practice in Boston, but in October, 1873, went to Europe for professional study, and spent a



Daniel Simonds

year in Vienna. In the spring of 1874 he went to Cape Town, South Africa, and thence into the interior, to Kimberley, the capital of the colony of Griqualand West, and second only in importance among the towns of South Africa. He returned to Europe in 1876, and spent much time in travel in England, France, and Germany, returning toward the end of the year to the United States. Soon after his return he was elected a member of the American Geographical Society. In the summer of 1877 he again visited Europe, having been sent as medical expert to decide upon the case of a patient then in a German insane asylum, and returned with his patient in the autumn. In 1878 he settled permanently in the practice of medicine in New York City. Dr. Morton discovered an electro-chemical method of staining tissues preparatory to microscopical examination, in 1894, an account of which was published in the "Transactions of the American Electro-Therapeutic Association." His other publications include "Mount Desert and Typhoid Fever During the Summer of 1873," and "South African Diamond Fields." When the news of the discovery of the X-ray was first published toward the end of 1895, Dr. Morton applied himself assiduously to studying its possibilities, and wrote the first book in the English language upon the subject. Subsequently, when the discovery of radium was announced, he studied that also, devoting particular attention to its application in medicine. He has been a contributor of many articles upon the application of X-ray and radium in the treatment of cancer and other diseases. Dr. Morton is a member of the Medical Society of the County of New York; permanent member of the Medical Society of the State of New York; New York Academy of Medicine; New York Physicians' Mutual Aid Association; New York Neurological Society (of which he was president in 1884); New York Electro-Therapeutic Society (president in 1894); Massachusetts Medical Society; American Electro-Therapeutic Association (president in 1893); American Neurological Association; Harvard Medical Society of New York City (president in 1893); Harvard Medical Alumni Association; American Medical Association, Congress of American Physicians and Surgeons; Société Française d'Electro-Therapie; Boylston Medical Society of Boston (president in 1872); and was a delegate to the International Medical Congress in Rome in 1894. He is also a member of the University Club, New York, New York Electrical Society, and of the American Geographical Society. Dr. Morton was professor of diseases of the mind and nervous system and of electro-therapeutics in the New York Post-Graduate Medical School and Hospital, holding the chair up to 1909, when he resigned. He was assistant to the chair of diseases of the mind and nervous system in the University of New York, 1879-82; was adjunct professor at the New York Post-Graduate Medical School and Hospital from 1882-85; professor of diseases of the mind and nervous system in the University of Vermont in 1880-85; physician to the department of nervous diseases, Metropolitan Throat Hospital, New York, 1879-85; neurologist to Randall's Island Hospitals, New York, 1890-92, and neurologist to the New York Infant Asylum from 1887 to 1896. He was also editor and proprietor of the "Journal of Nervous and Mental Diseases," New York, 1879-85, and assistant editor of "Neurological Contributions," New York, 1880-84. He married, in 1880, Elizabeth Campbell, daughter of Col. Washington Lee, of Wilkes-Barre, Pa.

SIMONDS, Daniel, manufacturer and philanthropist, b. in Fitchburg, Mass., 18 Sept., 1847; d. at Larchmont, N. Y., 5 May, 1913. He was a son of Abel and Jane (Todd) Simonds, and was a descendant of sturdy North of England ancestors, whose noble qualities were manifest in all generations of the family.

The elder Simonds early located in Fitchburg, where, in 1832, he founded the Simonds Company, manufacturers of scythes. Later, he added also other edge tools and knives to his line of products, conducting a constantly growing establishment, in which his son was thoroughly trained in the fundamental details of the business. Daniel Simonds received a thorough education in the excellent schools of his native city, and at the Comer Commercial School of Boston, and began his business career in the employ of his father. He started as a clerk in the office, but, quite as much through his native force of character and thorough business capacity, as through his relationship with the founder of the enterprise, he progressed steadily to its executive headship. With the retirement of Abel Simonds in 1864, the firm became Simonds Bros. and Company, and in 1868 was incorporated under the style of Simonds Manufacturing Company, with a capital stock of $50,000. Immediately afterward a new and larger manufactory was built; and this marked the beginning of a constantly increasing business. Mr. Simonds was elected vice-president and treasurer in 1875, and president in 1888. Under his able guidance the business steadily increased, the capital stock being ultimately increased to $500,000, and the surplus so constantly augmented, that, at the time of his death, it totaled well over $1,000,000. In 1874 the

Simonds Manufacturing Company entered an entirely new branch of the business, which was destined also to become their best known and most important: that of saw manufacture. In a greatly enlarged plant, erected expressly to accommodate this new line of manufacture, they made every kind of shop saw from the endless-flexible-band saw to the larger circular saws used in cutting up huge pieces of lumber. For this purpose, of course, the highest grade of steel is a necessity, since flaws developed in rolling, as the result of "pipes" or "air-holes" in the original ingot, are liable to be both destructive to the efficiency of the tool and dangerous to human life. For several years, therefore, steel of the highest grade was imported from England, where it was produced under the greatest precautions known to science, at the direct order of the Simonds manufactory. Later, however, by the discovery of a new method of producing perfectly uniform steel ingots, and eliminating the danger of "pipes," the company acquired the rights, and erected a plant in Chicago, later another in Lockport, N. Y., where steel of the highest quality is still produced for the express purpose of rolling into saws. The excellence of the Simonds products soon created a wide demand for them, and led directly to the opening of branches in all the large cities of the United States, notably Chicago, New York, Portland, Ore., Seattle, Wash., San Francisco, Cal, New Orleans, La., also in London, England. In 1906 the Simonds Canada Saw Company was incorporated, with factories and principal offices in Montreal, and branches at St. John, N. B., and Vancouver, B. C., which represents the Simonds interests in all parts of the Dominion. In addition to this, the manufacture of high-grade files is conducted at the works of the Simonds File Company, at Fitchburg. Although tools manufactured at the Simonds works have always enjoyed a well-merited reputation for excellence of material and workmanship, it is true, nevertheless, that the greater part of the phenomenal growth of the company is to be credited directly to the energy and enterprise of its able and indefatigable president. Mr. Simonds was noted for his quick insight into situations, and an alert readiness to avail himself of every opportunity that presented. He was also a firm believer in efficiency, as applied both to the work of the office and also of the factories under his direction. Capable of the best efforts himself, he chose his assistants from the number of those upon whom he could depend implicitly. He believed in and practiced, however, a higher type of efficiency than that usually recognized among business "experts," so called, or even considered by most of them. With the wisdom and insight of a truly great mind he discerned the fact—rather an evident fact, too, although so often overlooked—that the human machinery of his plants, the employees, are in need of precisely the same care, consideration, and solicitude as even the costliest and most delicate apparatus produced by the refined skill of the most advanced engineer. Nor, in the last analysis, can such a policy be called anything less than truly wise, as the constantly growing prosperity of the Simonds Company, and the uniform excellence of their products amply demonstrate. Nevertheless, this is an order of "wisdom" that cannot be understood, except by a mind animated by some sentiment other than selfish interest. Thus, it is not surprising to find that a man of Mr. Simonds' caliber was so alive to the full significance of his employees' welfare, both as employees and as human beings, that he regarded them, not as servants, but as friends, even as members of his own family, in a sense very real and vivid. He organized a system of life and accident insurance in his establishment for the benefit of his employees, also secured the services of a physician and a graduate nurse to care for them and their families in sickness, or when suffering from the results of disablement. He organized also the Simonds Recreation Club, which was formed to conduct healthful outings and sports among his workers. In addition to all this, he showed that his interest in his assistants was by no means perfunctory by the simple fact, as repeatedly attested, that he was unusually approachable, even by the humblest person among them, rejoiced, as it must seem, in being regarded as the friend and personal helper of each one of them. The result was, of course, that every man in his employ was willing to work to his fullest ability, heart and soul enlisted in the interests of the company headed by Mr. Simonds. At his death, also, the grief manifested in the company factories was no matter of routine obedience to orders; it was rather the sincere sorrow of each man in the force over the loss of a true friend. In addition to his own extensive business interests, Mr. Simonds was a director of the Fitchburg National Bank and of the Fitchburg Savings Bank, as well as an officer in several other local enterprises. He was organizer and first president of the Manufacturers' Club of Fitchburg, a member of the Fay Club of Fitchburg, the Union League Club of Chicago, and the Larchmont Yacht Club of New York. He was also a Master Mason, and a Knight Templar. He was a member of the Fitchburg Historical Society. Mr. Simonds was a member of the Calvinistic Congregational Church of Fitchburg, an earnest supporter of all its benevolent activities, and in his every walk a sincere and consistent Christian. His wife, Ellen Gifford, daughter of the late Eli and Abby Tracy Gifford, of Rockville, Conn., survives him. They had three sons: Alvan Tracy, Gifford Kingsbury, and Harlan Kenneth, who are continuing the business that their father built up.

HADLEY, Henry K(imball), composer, b. at Somerville, Mass., 20 Dec., 1874, son of S. Henry and Martha Tilton (Conant) Hadley. He received his education at the public schools of Somerville and studied piano and violin under his father, who was well known as a musician throughout Eastern Massachusetts. Later he studied composition under Stephen Emery and George W. Chadwick at the New England Conservatory of Music. His first serious work for orchestra, an overture called "Hector and Andromache," was composed at the age of twenty and was performed by Walter Damrosch at a concert of the Manuscript Society in New York. In 1893 he made a tour of the United States as leader with the Laura Schirmer Mapleson Opera Company, and in the following year

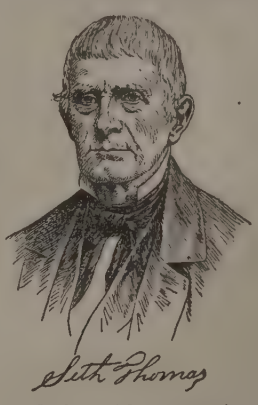
he went to Vienna, where he studied counterpoint with Eusebius Mandyzewski. In Vienna he completed his Ballet Suite, No. 3, which was first heard at a concert of the Manuscript Society in New York, under Adolf Neuendorf, and was afterward included in the repertory of Sam Franko's American symphony orchestra. From 1895 to 1902 Mr. Hadley was director of the music department at St. Paul's School, Garden City, L. I. During that time he composed two symphonies, "Youth and Life" (produced by Anton Seidl at a concert of the Manuscript Society, 1897), and "The Four Seasons" (New England Conservatory and Paderewski prizes in 1902); an overture, "In Bohemia," first produced by Victor Herbert in Pittsburgh; an overture to Stephen Phillips' tragedy, "Herod"; a cantata, "In Music's Praise," which won the Oliver Ditson Company's prize and was first produced by the People's Choral Union, New York, in 1899; an "Oriental Suite," produced at a concert in the Metropolitan Opera House, New York, under the direction of the composer; 150 songs and the incidental music to two plays, "The Daughter of Hamilcar" and "Audrey." The "Four Seasons" symphony has been performed in the principal cities of the United States, under Sir Villiers Stanford, in London, and under Mylinaski in Warsaw. About 1903 Mr. Hadley composed the comic opera, "Nancy Brown," and in the following year he went to Europe, where he made many appearances as a conductor. He conducted performances of his tone-poem, "Salome," in Berlin, Cassel, Warsaw, Monte Carlo, Wiesbaden and elsewhere. This work was played by the Boston Symphony Orchestra in 1907. In 1908 he became connected with the Studt Theater at Mayence, where his one-act opera, "Sofie," was produced in 1909. His rhapsody, "The Culprit Fey," had in the meantime won the $1,000 prize offered by the National Federation of Musical Clubs of America, and he conducted its first performance by the Theodore Thomas Orchestra, Chicago, in May of the latter year. Mr. Hadley's subsequent productions include a symphonic fantasia (1905); a third symphony (1906); a lyric drama, "Merlin and Vivian," for solo, chorus, and orchestra (1906); a concert piece for violoncello and orchestra (1907); a church service, a number of ballads for chorus and orchestra, a string quartette, a piano quintette, a violin sonata, and a number of lesser pieces. In 1909 he was appointed conductor of the Seattle (Wash.) Symphony Orchestra. He is a member of the National Institute of Arts and Letters.

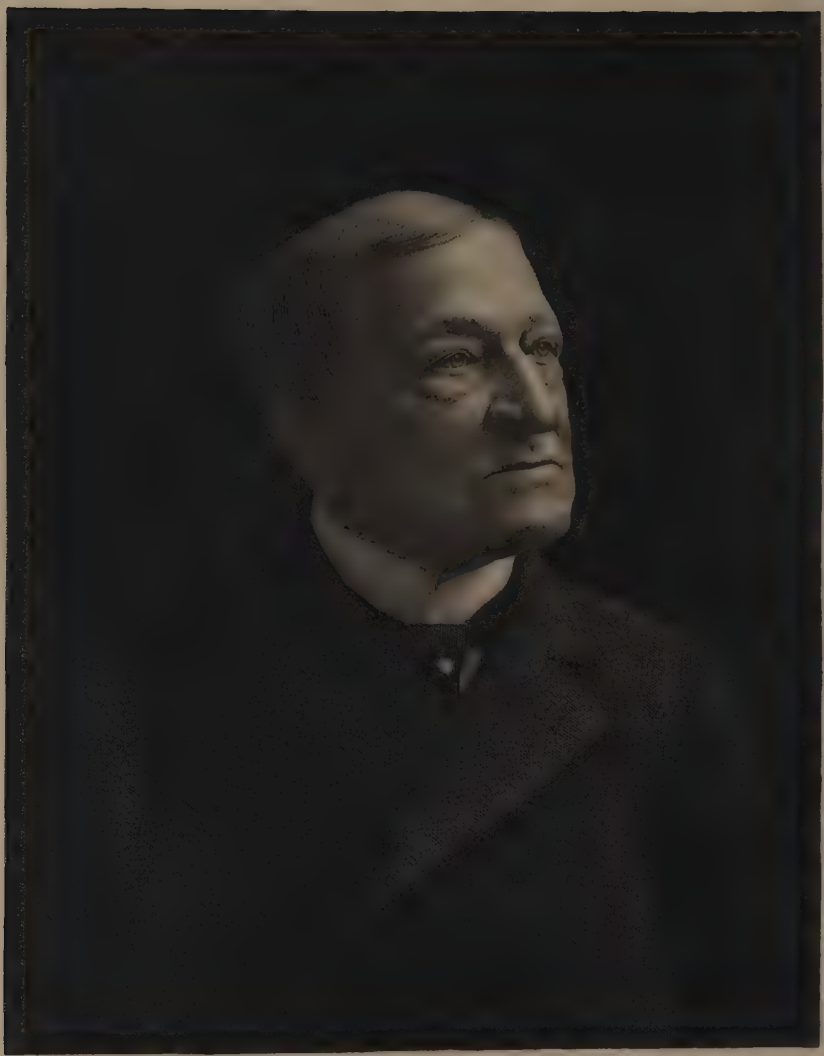
FELTON, Samuel Morse, railroad president, b. in Philadelphia, Pa., 3 Feb., 1853, son of Samuel M. and Maria (Low) Felton. He is a descendant in the eighth generation of Lieut. Nathaniel Felton, who emigrated to this country from England in 1633, settling in Salem, Mass. His father was a successful steel manufacturer and for many years president of the Philadelphia, Wilmington and Baltimore Railroad. On his maternal side he is a descendant of Roger Williams, the founder of Providence, R. I. His uncle, Cornelius Conway Felton, was president of Harvard College in 1860-62. He was educated in private schools and at an early age began his railroad career as a rodman on the Chester Creek Railroad. In 1870 he was appointed leveler and assistant engineer on the Lancaster Railroad, and in the following year entered the Massachusetts Institute of Technology, at Boston, graduating in 1873 as a civil engineer. In the same year he was chosen chief engineer of the Chester and Delaware River Railroad, a branch of the Reading, and in August, 1874, was made general superintendent of the Pittsburgh, Cincinnati and St. Louis Railroad. During the railroad riots in Pittsburgh, Pa., in July, 1877, he was in personal charge of the road, and by his bravery and cool judgment succeeded in restoring order in Pittsburgh. Later the Cincinnati and Muskingum Valley and the Little Miami Railroads were added to his jurisdiction. Mr. Felton served as general manager of the New York and New England Railroad, 1882-84; assistant to the president of the New York, Pennsylvania and Ohio Railroad, 1884; general manager of the New York, Pennsylvania and Ohio, 1884-85; vice-president in charge of traffic of the New York, Lake Erie and Western Railroad, 1885; first vice-president, 1885-90; president of the East Tennessee, Virginia and Georgia Railroad, 1890-92; president of the Alabama, Great Southern Railroad, 1890-95; president and receiver of the Cincinnati, New Orleans and Texas Pacific Railroad, 1890-1900; receiver for the Kentucky and Indiana Bridge Company, 1893-1900; receiver for the Columbus, Sandusky and Hocking Railway, 1897-99; president of the Chicago and Alton Railroad, Joliet and Chicago Railroad, Kansas City, St. Louis and Chicago Railroad, and the Louisiana and Missouri River Railroad, 1899-1908; president of the Mexican Central Railroad and Mexican-American Steamship Company, 1907-09; chairman of the board of the Tennessee Central Railroad, 1909; co-receiver of the Pere Marquette Railroad, 1912-14; president of the road since 1912; president of the Chicago Great Western Railroad, the Wisconsin, Minnesota and Pacific Railroad, and the Mason City and Fort Dodge Railroad, since 1909; and president of the Western Railroad Association since 1913. In addition to occupying the positions noted above, Mr. Felton was engaged at various times by bankers, reorganization committees and others to make reports on twenty-five different railroads, aggregating over 32,000 miles, including among others the Chicago and Alton, Chicago Great Western, Boston and Maine, Baltimore and Ohio, Northern Pacific, Great Northern, and Kansas City, Pittsburgh and Gulf Railroads. He also served as an expert witness in important railroad and engineering cases. He was appointed by the city council of Cincinnati as chairman of the engineering commission to select the site and report on the new waterworks for that city. Mr. Felton belongs to a type of railroad men who are all too rare in these modern days, when men are pushed forward and placed foremost in the management of great railroad properties not so much because of an experience which would qualify them for such positions as because of the dominance, for the time being, of a particular interest toward which the individual selected for the management must lean whether he would or not. One has but to look about him anywhere in the railroad world to find con-

spicuous examples. They abound in railway circles, and are not infrequently found in all large corporations. Mr. Felton is a thoroughly capable and practical railroad man; one who knows the business "from the ground up." Schooled and graduated from the Pennsylvania System, which is without doubt in a large way, as well as in matters of small detail and in actual operation, the most perfect railway organization in the world, he has had as railway president, as receiver, as builder and operator an experience in practical railroad affairs second to that of few men in this country. His management of various properties which have been under his care at different times has given abundant proof of his ability. Mr. Felton is a member of many clubs, among them the University, Saddle and Cycle, Chicago, Chicago Athletic, and Chicago Golf Clubs of Chicago; University Club of New York; Cincinnati Commercial Club; Minnesota Club, Minneapolis Club, Franklin Institute, Western Society of Civil Engineers, and the American Society of Civil Engineers.

THOMAS, Seth, clock manufacturer, b. in Wolcott, Conn., 19 Aug., 1785; d. at Plymouth Hollow, Conn., 29 Jan., 1859, son of James and Martha Thomas. After attending the district school he became an apprentice in the carpenter and joiner's trade, working for a time upon the construction of Long Wharf, New Haven. Soon after reaching his majority he returned to Plymouth, and became associated with Eli Terry and Silas Hoadley in the business of clock-making. The firm was located in a part of Plymouth, Conn., now called Greystone. In 1810 Mr. Terry sold his interest in the business and the firm continued for two years as Thomas and Hoadley. Mr. Thomas then sold his interest to Mr. Hoadley; went to the western part of the town, then known as Plymouth Hollow, purchased the site where the case shop of the present Thomas factory now stands, and in the year 1813 began the manufacture of clocks on his own account, with twenty employees. The first attempts at clock-making in America were primitive and laborious. The movements of these early clocks were of wood of a similar construction to the common English clocks, and the wheels and teeth were cut by workmen with saw and jackknife. Nevertheless, these wooden clocks gained popularity by their convenience and cheapness. Soon the manufacture was extended by the introduction of the use of brass; machinery was applied, and the wheels, instead of being cast separately, were rapidly cut from sheet brass by special dies. The pivots were made of inexpensive iron wire and the whole adjusted in the same establishment; thus affording economy of production and a uniformity of execution superior to that of any method hitherto pursued. The sheet brass also possessed advantages over the cast brass, being finer, more easily wrought, and free from the irregularities so often caused by the workman's hammer. The business increased steadily, and by the middle of the century large numbers of Thomas clocks were annually exported to Europe, South America, China, and Japan, at a price varying from one to ten dollars. Besides his clock factory Mr. Thomas built a cotton mill and brass-rolling and wire mills. In consequence of the business founded by him the village, first known as Plymouth Hollow, grew to a large town, and after his death the State legislature renamed it Thomaston in his honor. In illustration of the sterling integrity for which Seth Thomas was noted the following incident is related: Called to court as a witness in a trial, he began his testimony without having taken the customary oath. Recalling himself, the judge suddenly demanded, "Mr. Thomas, are you under oath?" Mr. Thomas raised his right hand and in tones which were impressive in their sincerity replied: "Always under oath." Seth Thomas was married, first, to Philena, daughter of Lemuel and Lydia Tuttle, 20 April, 1808, who died 12 March, 1810, and, second, to Laura, daughter of William and Submit Andrews. He had nine children. After his death the business was carried on successfully by his sons.

THOMAS, Seth (2d), manufacturer, b. at Thomaston (then Plymouth Hollow, Conn.), 31 Dec., 1816; d. 28 April, 1888, son of Seth and Laura (Andrews) Thomas. He entered his father's factory at an early age, and in due course was given full charge. He greatly enlarged and improved the plant and introduced the products of his factory into all parts of the world, including Chile and Japan. His boast was that he had made every kind of timepiece from a watch to a tower clock. The manufacture of town clocks was begun by the company in 1872, when it purchased the plant of the A. S. Hotchkiss Company of Brooklyn, N. Y., and moved it to Thomaston, an immense undertaking which demonstrated the strong financial footing of the company. The extreme care taken in the manufacture of these tower clocks has made them famous the world over. No less than 17,000 of them have been made since 1872. They are to be found in every State in the Union, and many have been shipped to the remotest parts of the earth. One, which was sent to Peru, had to be packed in boxes of a certain small size and weight, so that it could be transported on the backs of llamas across the Andes. The Seth Thomas Clock Company has the distinction of having built, for the Colgate Soap Company, of Jersey City, the largest clock in the world, the hands of which weigh over half a ton each and the dial of which is studded with electric lights, visible at a great distance on the shores of the Hudson River. A tower clock installed in the Elgin Watch Company's plant in Illinois demonstrated the remarkable accuracy of the Thomas product, varying in the course of three years only one-tenth of a second. In some cases the company has not only made the clocks, but designed the towers in





Levi P. Morton

MORTON, Levi Parsons, financier and statesman, b. Shoreham, Vt., 16 May, 1824, son of the Rev. Daniel and Lucretia (Parsons) Morton. His American ancestor was [illegible] of Bawtry, Yorkshire, Eng-

[illegible] not rivals the finest in the market for an article and for that reason is particularly acceptable

[illegible] retaining the position when he resigned.

[illegible] dward, b. at Plymouth [illegible] 841; d. there 6 Feb., [illegible]). He inherited [illegible] and be-

age of eighteen. Three years later he went to New York and took charge of the sales department of the business. His small stature was considered an obstacle to [illegible]

[illegible] ciprocity in the merge[illegible] M. Beebe and Company, later [illegible]

[illegible] ship in 1852. Another member of [illegible] ternational reputation and father of J. Pierpont Morgan. Removing to New York in [illegible] he established the wholesale dry goods commission house of Morton and Grinnell, [illegible] he continued to direct for some years. In 1863 he founded the banking-house [illegible] Morton and Company, in New [illegible]

soon [illegible] led [illegible] the [illegible] ment.

[illegible] Bliss and [illegible] the

[illegible] the [illegible] Halifax

[illegible] tion, Chapin and Company [illegible] 1878 Mr. Morton was appointed [illegible] Hayes honorary commissioner [illegible]

daughters: [illegible]; [illegible]

7,018. His training and [illegible] admirably fitted him to cope with the [illegible] financial problems then pressing for [illegible] He largely influenced legislation in this class, and was a formidable opponent of the unlimited coinage of silver in 1879. As a member of the committee [illegible]

which they were installed. An instance of this is to be seen in Athens, Greece. In 1883 the company began the manufacture of watches and within a few months the department moved into a newly finished building, the first watches being finished in 1885. For a time the department barely held its own and at one time the discontinuation of the manufacture of watches seemed advisable, but within two years thereafter the success which has ever since continued was assured. In 1912 there were 280 workers employed in the watch factory, and the output had been as many as 600 watches a day. When, however, the company decided to raise the standard of their watches to that of the Seth Thomas clock, this output was reduced to 450. This superior watch is known as the "Maiden Lane," and is made from the highest grade material known in the art, having a twenty-three jeweled movement. This product rivals the finest in the market for accuracy and for that reason is particularly acceptable for railway use. The firm was incorporated by the elder Thomas in 1854, and Aaron Thomas, third son of Seth Thomas, Sr. (b. in March, 1830; d. in June, 1899), was elected president of the company, retaining the position until 14 June, 1892, when he resigned.

THOMAS, Seth Edward, b. at Plymouth Hollow, Conn., 9 Oct., 1841; d. there 6 Feb., 1910, son of Seth Thomas (2d). He inherited his ancestors' aptitude for mechanics, and began work at one of the clock factories at the age of eighteen. Three years later he went to New York and took charge of the sales department of the business. His small stature was considered an obstacle to his success, but his ability was unusual. By virtue of this, and of persistent hard work, he became very successful as the New York representative. He was in a great measure responsible for the immense growth of its business. The annual output at the time of his death was about 140,000 watches and 511,000 clocks, ranging from the cheap nickel clocks, and running through the various grades of lever and mantel clocks, wall clocks, and regulators, to large tower clocks from $600 to $6,000 in price. The nickel clocks, which were formerly marketed in great numbers in Germany, have since been closely imitated in that country, while in Japan, formerly one of the largest markets, the Seth Thomas models are reproduced as closely as possible, so that the best foreign market has now shifted to India. Mr. Thomas was the designer of a number of original models for clocks and individual parts, and was the inventor of the "little joker" alarm clock, which became one of the famous products of the company. His business ability was demonstrated in various ways outside of the enterprise with which his name is chiefly identified. A private bank which he established in Thomaston has now become the Thomaston National Bank. That town is also indebted to him for the Laura Andrews Memorial Library, which he built. He married 12 Dec., 1865, Sarah Adelia, daughter of Thomas Mason Cross, of Hartford, Conn. They had six daughters: Sarah Elizabeth, wife of William Baxton, Jr., of Princeton; Laura Cornelia (deceased); Mary Edith, Grace, Cornelia Ellen, and Charlotte Day Thomas; and one son, Seth Edward Thomas, Jr.

MORTON, Levi Parsons, financier and statesman, b. at Shoreham, Vt., 16 May, 1824, son of Rev. Daniel Oliver and Lucretia (Parsons) Morton. His first American ancestor was George Morton, of Bawtry, Yorkshire, England, the financial agent in London of the "Mayflower" pilgrims, who, in 1623, landed at Plymouth from the ship "Ann," and settled at Middleboro, Mass. His son, John, was the first delegate to the general court from Middleboro, serving two terms (1670-74), and his descendants have continued to live in the locality to the present time. Levi P. Morton received his education at the Shoreham Academy, and at the age of fifteen began his business career in a country store at Enfield, Mass. So unusual was his business ability and so great his enterprise, that at nineteen he had established himself independently at Hanover, N. H. In 1849 he went to Boston to fill a clerkship in the mercantile house of James M. Beebe and Company, later Beebe, Morgan and Company, and was admitted to a partnership in 1852. Another member of the firm was Junius S. Morgan, later a banker of international reputation, and father of J. Pierpont Morgan. Removing to New York in 1854 he established the wholesale dry goods commission house of Morton and Grinnell, which he continued to direct for some years. In 1863 he founded the banking-houses of L. P. Morton and Company, in New York, and L. P. Morton, Burns and Company, in London, which soon became important factors in international finance. A careful study of this subject led Mr. Morton to become identified with the financial transactions of the U. S. government. In 1869 he became affiliated with George Bliss and Sir John Rose, the former Canadian minister of finance. The New York firm was thereupon reorganized as Morton, Bliss and Company, and the London house under the name of Morton, Rose and Company. The latter acted as the fiscal agents of the U. S. government from 1873 to 1884 and were again appointed in 1889. Mr. Morton's firms were also active in the syndicate that successfully funded the national debt, and made possible the resumption of specie payment at a fixed rate. Associated with the Rothschilds and other London bankers, they negotiated the sale of United States bonds, the payment of the Geneva award of $15,500,000, and the Halifax fishery award of $5,500,000. Upon its dissolution in 1899 the firm of Morton, Bliss and Company was succeeded by the Morton Trust Company, of which Mr. Morton became president. He continued as the head of Morton, Rose and Company until the firm was dissolved and subsequently founded that of Morton, Chaplin and Company, in London. In 1878 Mr. Morton was appointed by President Hayes honorary commissioner to the Paris exposition. In the same year he was elected to the Forty-sixth Congress as a Republican, from the previously Democratic Eleventh District of New York, receiving a plurality of 7,018. His training and experience admirably fitted him to cope with the difficult financial problems then pending in Congress. He largely influenced legislation of this class, and was a formidable opponent of the unlimited coinage of silver in 1879. As a member of the committee on foreign affairs, he was also

deeply concerned with international politics. At the end of his first term he was tendered the Republican nomination for vice-president, but declined, and was re-elected to Congress by an increased vote. After the election President Garfield offered to nominate Mr. Morton for Secretary of the Navy or Minister to France. He chose the latter post, and, resigning his seat in the Forty-seventh Congress, filled it with distinction till 1885. Through his intercession the restrictions upon the importation of American pork were removed, and American corporations were accorded a legal status in France. He was American commissioner-general to the Paris Electrical Exposition (1881), the representative of the United States at the submarine cable convention (1883), and publicly received, in the name of the United States, the Bartholdi Statue of Liberty Enlightening the World (4 July, 1884). In 1887 Mr. Morton was a candidate for U. S. Senator. The Republican Convention of the following year, meeting at Chicago, nominated him for the vice-presidency on the ticket with Benjamin Harrison, by a vote of 591 against 234 for other candidates. He was elected and duly inaugurated 4 March, 1889, and served to the end of his term in 1893. As president of the Senate he displayed both dignity and fairness. His rulings, made without regard to party, at the time when party lines were closely drawn on important issues, earned him the esteem of legislators and the confidence of the people. This was reflected in his nomination, in 1884, for governor of New York, and his subsequent election, by a plurality of 156,000, a great tribute, particularly in view of the fact that the last Democratic plurality (1902) had been 45,000. His record during his incumbency (1895-96) confirmed the public judgment of him, as a man of the highest executive ability, political honor, and personal integrity. At the end of his term he retired from political life to devote himself to his various business interests. These include, besides the connections mentioned above, the presidency and trusteeship of the Fifth Avenue Trust Company of New York; and directorates in the Guaranty Trust Company, the Equitable Life Assurance Society, Home Insurance Company, Washington Life Insurance Company, and the National Bank of Commerce, of New York; the Industrial Trust Company of Providence, R. I., the Newport (R. I.) Trust Company, and the Panama Canal Company. He is a member of the Society of Mayflower Descendants, the New England Society, and the Metropolitan, Union League, Lawyers', Republican, and Downtown Clubs of New York. The degree of LL.D. was conferred upon him by Dartmouth College in 1881, and Middlebury (Vt.) College in 1882. Mr. Morton was married, first, to Lucy Kimball, who died in 1871, and, second, 12 Feb., 1873, to Anna Livingston, daughter of W. L. Street, and a granddaughter of Gen. Randolph S. Street. He had five children by his first wife, of whom three survive: Edith Livingston, wife of William Corcoran Eustis; Helen, Duchesse de Valencery, and Alice, wife of Winthrop Rutherford.

BULL, Archibald Hilton, shipowner, b. in New York City, 14 Jan., 1847, son of James Henry and Helen (Denny) Bull. His father, an expert machinist and inventor, made the first hot-air furnace, which he installed in the Greenwich Street public school. At the outbreak of the Civil War he enlisted in a regiment called the Mechanics Rifles, which later was merged into the Sixty-sixth Regiment, New York Volunteers. Of this regiment he was then chosen colonel, and commanded it in all battles until Fredericksburg, where he received injuries which resulted in his death. His earliest American ancestor was William Bull, who emigrated to this country from Hamptonborough, England, in 1715, settling first in Orange County, N. Y., where he met and married Sarah Wells. He and his wife were the first white couple married in the town of Goshen, and she was the first white woman who ever slept in the township of Goshen, her first night there being spent at an Indian village where the town of Goshen now is. Shortly after their marriage they received a portion of land from the proprietors for their own use. This has been in the family ever since, being now owned by Ebenezer Bull, one of their direct descendants. After receiving this land they built a small log house upon a knoll; later built a larger log house, where they dwelt until 1739, and then moved to a new stone house which they had been thirteen years in building, William Bull doing the mason work and his wife carrying the stones as far as she was able. This stone house was commenced in 1726 and finished in 1739, and is now standing in good preservation, notwithstanding the fact that it passed through a heavy earthquake in 1728 before it was completed. William Bull died in this house in 1755, age sixty-six. His wife, Sarah, married again and lived to the old age of one hundred and two. At the time of her death, her direct descendants numbered 344: 12 children, 5 sons and 7 daughters; 98 grandchildren; 212 great-grandchildren, and 22 great-great-grandchildren. It is said that all, or most of these, were at her funeral. Archibald H. Bull was educated in the village school at Port Jervis, N. Y., and in a public school in New York City. He began his business career in 1863, as an office boy, with the firm of Miller and Houghton, of 32 South Street, New York City, at a salary of one dollar per week. His business aptitude won him constant promotions, and, at the age of thirty-five years, he was admitted to partnership in the business. In 1886 he formed a partnership with J. E. Miller under the firm name of J. E. Miller and Company, at 47 South Street. Soon after the firm became Miller, Bull and Company, and later, Miller, Bull and Knowlton. This last-named firm organized and established the New York and Porto Rican Steamship Company, and built the first American tramp steamer, the "Wilfred," at Bath, Me. In 1900 Mr. Bull acquired the interest of Mr. Knowlton in the business and formed the house of A. H. Bull and Company. Established on a firm financial foundation, the business has steadily grown until now the firm operates several of the foremost steamship lines in the country. A few years later, Mr. Bull organized the A. H. Bull Steamship Company, of which he is president. The company built ten large freight

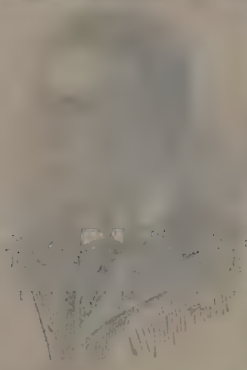
steamers of the tramp type. It was merged later with the Insular Line, which operated steamers between New York and Porto Rico, forming the Bull Insular Line, with Mr. Bull as president. In addition to his interests in the steamship lines, Mr. Bull is a director in the Amalgamated Paint Company. He married Evelyn, daughter of William Van Deventer, of Whitehouse, N. J. They have three children: Ernest Miller, who is vice-president of the A. H. Bull Steamship Company, and the Bull-Insular Line; Mae Van Deventer, wife of Willard A. Kiggins, of the firm of Kiggins, Tooker and Company of New York City, and Evelyn Rae Bull.

McWHIRTER, Felix Tyree, banker, b. in Lynchburg, Tenn., 17 July, 1853; d. in Indianapolis, Ind., 5 June, 1915, son of Samuel Hogg and Nancy (Tyree) McWhirter, and grandson of George Merlin McWhirter. On his mother's side he was descended from the French settlers, Huguenots, of Virginia. The ancestors of his father came from Scotland and Ireland from a line of Christian martyrs, the mother of one forebear alone having been saved by a faithful nurse when all the rest were hanged at their own door in the massacre of 1641. A paternal ancestor, Dr. Alexander McWhorter (as he spelled it), of Newark, N. J., pastor for forty years of the Old First Presbyterian Church, achieved prominence during the Colonial period, serving as chaplain during the Revolutionary War. He was present at the Council of War on the Pennsylvania side of the Delaware when Washington prepared to recross and attack Trenton. He was chaplain of General Knox's brigade and Councilor of General Washington. Several of the ancestors of Felix T. McWhirter were educators. Brothers of his grandfather, George Merlin McWhirter, were the first, it was said, who taught the classics in the South, west of the Allegheny Mountains. His maternal grandfather was Capt. Thomas I. Tyree in the War of 1812. Although his ancestors both paternal and maternal were slaveholders, his parents were married with the plain stipulation, on his mother's part, that there would be no slaves in their home. This anti-slavery conviction she gained from her Bible study. His father was a prominent Tennessee physician who dared to go as a surgeon in the Union army, because of his "Abolition" convictions on the question of slavery. Because of the unsettled conditions in the South during the Civil War period when school facilities were greatly impaired, Mrs. McWhirter, a woman of unusual quality of mind and heart, opened a school in a room of their own residence, where she taught her two children and invited in a few of her neighbors' children. She herself was a scholar and an authority on literature, including the Bible. At the age of twelve years, Felix had evidenced sufficient learning and knowledge of the Bible to be invited to teach the Bible class of his village church. His mother continued to tutor him until he was ready to enter the Academy. He received his A.B. degree from the East Tennessee Wesleyan University in 1873 and in 1876 he took his Master's degree. From 1872 to 1876 he was editor of the Athens "News" and from 1877 to 1878 he was mayor of Athens, Tenn. In the year 1885-86 Mr. McWhirter took post-graduate work in Johns Hopkins University and after subsequent work in DePauw University, he received his degree of Doctor of Philosophy from the latter institution. From 1886-87 he was instructor in rhetoric and English literature in DePauw University and from 1887-88 he was associate professor of English literature. In 1888 he voluntarily left his chosen field of labor as a college professor, after so many years spent in preparation, because he could not indorse the policy of the administration on the prohibition question. While he later achieved success in the business world, Dr. McWhirter's inclinations were always those of the student and teacher, and throughout the most of his life he was connected officially with the East Tennessee Wesleyan or with DePauw University, not relinquishing his hold on the former school until he was a part of the latter. Within a few years of the close of his life, he was called back to the East Tennessee Wesleyan University, later called "Grant Memorial," to deliver the commencement address. After his resignation from the faculty of DePauw University, he moved to Chattanooga, Tenn., where he became the owner and editor of the Chattanooga "Advocate," which paper is now owned and edited by the Methodist Episcopal Church. Later, having sold the paper, he moved to Indianapolis, Ind., to begin work in mercantile lines in connection with a large wholesale house. In this work he proved himself a valuable man to the firm, but severed his relations with it in order to establish his own business, in 1891, in Indianapolis real estate and related lines. As a real estate man he became well known in the city and his financial success was sufficient to warrant his founding the Peoples State Bank in Indianapolis, in 1900. Of this institution, which is the oldest State bank in Marion County, he was the first and only president until his death, 5 June, 1915, when his son, Felix M. McWhirter, succeeded him as president. In writing of him, his business associates said: "He measured his every act by the rule of his own conscience, and having the highest of ideals and a fine sense of honor, his treatment of those who intrusted their affairs and earnings into his care was sure to profit them to the highest degree. He was a success because he deserved to win. No one can say of him that he betrayed a confidence or in any manner abused a trust. He was the embodiment of honor and integrity." Dr. McWhirter gave his best efforts to the cause he loved—the national prohibition movement. He bore the ridicule, ostracism and even, in a few instances, the insulting remarks from the pulpit, which were occasioned by his prohibition activities, with the same fortitude and patience and with a belief in victory, which his ancestors had manifested in the various persecutions which they had suffered for the cause of religious freedom and for the cause of the abolition of slavery. Felix T. McWhirter assisted in the founding of the Children's Home Finding Society of Indiana, and was vice-president of the organization. He was a consistent member and a faithful attendant of Central Avenue Methodist Episcopal Church of Indianapolis; a member of the Indianpolis Chamber

of Commerce; a member of the DePauw Chapter of Delta Kappa Epsilon Fraternity; and he was also a Mason. But it was in the temperance movement and in the Prohibition party that Felix T. McWhirter achieved a national reputation. He served the party as Indiana State chairman from 1892-98. He was one of the vice-presidents of the International Prohibition Confederation, which met in London, England, in July, 1909, and a delegate to the International Temperance Congress at Staten Island in June, 1893. At the noted Pittsburgh National Prohibition Convention in 1896, out of 400 representative men, he was one of the twelve selected to debate the "Silver Issue." He took the negative and spoke with power. In 1892 he was elector-at-large on the National Prohibition ticket. For sixteen years he was a member of the National Committee of the Prohibition party, serving most of the time as national treasurer. In 1904, as candidate for governor of Indiana on the Prohibition ticket, he, with others of the campaign party, made a whirlwind tour of the State, speaking in every town of any size in Indiana, within a few weeks. The result was that the Prohibition vote was trebled that fall. On this trip he spoke several times a day, in all kinds of weather and in all kinds of places, in halls, in churches, on street corners and frequently on courthouse steps, since their itinerary included every one of the ninety-two county-seat towns in the State. Mr. McWhirter's ability as an analytical thinker and a forceful public speaker brought him into prominence, and gained for his utterances wide publicity. With his command of the English language, he was quick to go to the heart of a question. He stood for principle, regardless of popularity or expediency. His gubernatorial campaign was from the beginning made without the slightest prospect of election. But with all the enthusiasm of a reformer who desires to present a principle of righteousness to the masses, he threw himself into the work. He was one of the first leaders to explain and to emphasize the economic side of the liquor question as opposed to the purely moral. In public utterance, Dr. John P. D. John said of Felix T. McWhirter: "His life was one of unusual interest from whatever standpoint it may be viewed. But over and above all of his various accomplishments, his genuine Southern hospitality and courtly bearing, his attainments in science and literature, his power and magnetism as a speaker, his success in all the various pursuits of his life and his commanding position among his fellow men, the one thing which to my mind stands out more prominently in his character than any other, is his conscientious and unyielding devotion to principle. With his vast ability as a scholar, a thinker, a public speaker, both in debate and formal oration, and his unquestioned power as a leader, he could easily have swept into high positions in the political world, if he had been willing to stifle his convictions." In private life he was as tender, loving, and sympathetic as he was fearless, bold, and energetic in public and reform work. If he had a weakness, it was for two of the most beautiful things in life—children and flowers. His loyalty, love, and devotion to his whole family were never failing and beautiful. In later life, one of his chief delights was to invite all the children and grandchildren to his home to dinner. His home was one in which the highest ideals were maintained. Presided over by his equally accomplished and devoted wife, it was a place in which the four children were taught the Christian ideals both by example and by precept. At the same time that Mr. McWhirter was prominently identified with the National Prohibition party, Mrs. McWhirter was president of the Indiana Women's Christian Temperance Union, and in all their temperance work there was a great deal of harmony and mutual helpfulness and inspiration. Later Mr. and Mrs. McWhirter were both actively interested in the feminist movement. While Mrs. McWhirter assisted Mr. McWhirter in his work against the liquor traffic, and was for four years president of the Indiana W. C. T. U., she later became president of the Indiana Federation of Clubs, and is now president of the Legislative Council of Indiana Women. In all their work, there was a mutual interest and inspiration which comes from a deep sense of comradeship. Mr. McWhirter was a strong advocate of Peace and of Woman Suffrage. He never failed to lend his influence for the advancement of Woman's Cause. For many years, Mr. McWhirter was a frequent contributor of articles of political significance to the press, as well as others on various lines of philanthropy and reform. Gifted with the use of his pen, he frequently wrote articles upon reform topics and temperance questions, as well. One article published in leaflet form which had a wide circulation was on "The Economic Phase of the Liquor Problem." Sabbath observance was one of his strong convictions and upon this subject he wrote a leaflet for the National W. C. T. U., which is published under the title, "Three Business Men." Mr. McWhirter married in November, 1878, Luella Frances, daughter of Hezekiah Smith, of Greencastle, Ind. Her father was a distinguished clergyman of the Methodist Church, who was for many years connected with the Northwest Indiana Conference, and was widely known as a circuit-rider and revivalist.

GOODE, Henry Walton, merchant, b. in Newcastle, Ind., 26 Sept., 1862; d. in Atlantic City, N. J., 1 April, 1907, son of Walton and Lucy (Beck) Goode. He is descended from an English family of ancient lineage, the family in America being the Goodes of Virginia. As a boy Mr. Goode attended the public schools of his native city, completing the high school course at the age of sixteen. He at once entered upon a business career, and, at the age of nineteen, was head bookkeeper of one of the largest wholesale grocery firms in Minneapolis. At about this time he became interested in electrical engineering, and finally decided to make it his profession. In 1885 he entered the service of the Westinghouse Electric Manufacturing Company, of Pittsburgh, later going over to the General Electric Company of New York, with whom he remained until 1891. In that year he accepted the position of general manager of the Portland (Ore.) General Electric Company, becoming also its vice-president. The effect of his management was visible in

Theodore C. Williams



Goode, by Frederick

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hour. It was the first occasion on which an enterprise had ever paid a dividend; under Mr. Goode's management 35 per cent. profit was turned over to the stockholders. On 20 Nov., 1890, Mr. Goode married Edith Fairclough, daughter of Henry W. Fairclough. They had two children: Helen and Henry

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a steady rise of the value of the company's stock from 20 per cent. of its face value to par. Later, in 1906, he was instrumental in bringing about the consolidation of all the electric interests in the city under the name of the Portland Railway, Light and Power Company, a $30,000,000 corporation, of which he became the active head and president. The merger consisted of the Portland General Electric Company, the Portland Electric Railway Company, and the Oregon Water Power and Railway Company. At the head of this large corporation Mr. Goode remained until his death. As was later revealed to Mrs. Goode, by Frederick Strauss, the prominent New York banker, the New York financial interests, which had made the consolidation possible, had acted on the express understanding that Mr. Goode should be in control. In 1904, while on a visit to the Louisiana Purchase Exposition in St. Louis, with Mrs. Goode, he received a telegram asking him to accept the presidency of the Lewis and Clark Exposition, which was then being planned in Portland. At first Mr. Goode declined, feeling that his health would not permit his undertaking so large and important an enterprise, but he was finally persuaded to change his mind, and accepted the invitation. He immediately threw himself body and soul into the undertaking, and for two years devoted his superb energy to making it a success. An incident which occurred during this period, in connection with the preparations, illustrates the persistency which Mr. Goode devoted to his task. A delegation of Portland men had gone to Washington to persuade the government to erect a building on the peninsula which was to be the site of the exposition. The proposal was rejected on the grounds that the site was subject to inundations from the river and the government did not wish to run the risk of such an event. Mr. Goode immediately made a special study of the subject of floods, then went to Washington so primed with information and arguments that the final result was a reconsideration on the part of the federal authorities. Those who visited the exposition are not likely to forget the material effect of Mr. Goode's visit to Washington: the handsome federal building with its "Bridge of all Nations" connecting the peninsula with the mainland. In spite of the somewhat limited means in back of the exposition, as compared to other undertakings of the same nature, Mr. Goode achieved a remarkable success. The gates of the exposition were opened exactly at the time planned, in spite of the fact that a strike had occurred among the workingmen engaged on the buildings only two weeks before the date. Mr. Goode went among the men personally and soon persuaded them to return to work, notwithstanding the efforts of the agitators to the contrary. Nor was it merely a business success that was achieved. As a social event of national, even international, scope, Mr. and Mrs. Goode showed an almost lavish hospitality to visiting strangers of prominence, both from the East and from foreign countries. One of their most elaborate dinners and receptions was given in honor of J. J. Hill, the railway magnate, who himself had not a little to do with the prosperous condition of Portland, which had made the exposition a possibility. On another occasion Mr. Goode gave a dinner to 500 working-girls on the fair grounds and during this function made one of those eloquent speeches which gained him his high reputation of an orator. It was typical of Mr. Goode's character that, in spite of the great financial success of the exposition, he insisted that it should be closed on exactly the hour which had been named from the beginning, and, with watch in hand, he himself announced the closing at just that hour. It was the first occasion on which such an enterprise had ever paid a dividend: under Mr. Goode's management 35 per cent. profit was turned over to the stockholders. On 20 Nov., 1890, Mr. Goode married Edith Fairclough, daughter of Henry W. Fairclough. They had two children: Helen and Henry Goode.

WILLIAMS, Theodore Chickering, clergyman, educator, and author, b. in Brookline, Mass., 2 July, 1855; d. in Boston, Mass., 6 May, 1915, son of Frederick J. B. and Abbie (Tufts) Williams. The family is of English lineage, having come from Dachet near Windsor. Francis Williams (1638-1719), the progenitor of the family in America, came to this country in 1638, and was "organ of intelligence and remittance" between England and the colonies; his father, Thomas, being "auditor-in-general of the revenues" during the reigns of Charles I and Charles II. Dr. Williams' mother, a daughter of Gilbert Tufts, was descended from Peter Tufts (1617-1700), of Malden, England, who settled in Charlestown, Mass., in 1638. In 1648 a portion of Charlestown was set off and named Malden through the influence of this Peter Tufts. Later Walnut Hill, now "College Hill," with adjoining land, was given to the Universalists for a college and named in honor of its founder, "Tufts College." Theodore C. Williams was prepared for college under the instruction of William Coe Collar, headmaster of the Roxbury Latin School. The elective system had just been inaugurated at Harvard University, when he entered in 1872. He took high rank, obtaining membership in the Phi Beta Kappa Society, and being chosen orator for Class Day, 1876. After graduation he taught in the high school at Keene, N. H., for a year and then began the study of divinity, at first at the Theological Seminary in Andover, Mass., then at the Harvard Divinity School, where he was graduated as orator of his class in 1882. In the same year he became pastor of the Unitarian Church at Winchester, Mass. After one year, in 1883, he was called to All Souls' Church in New York City, becoming at twenty-eight the successor of Dr. Henry Whitney Bellows. During the thirteen years of his ministry here his profound yet simple

preaching and the spiritual quality of the entire man took a strong hold both on his church and on the community. A student by nature, his sermons and addresses were, at all times, of a deeply spiritual and a highly intellectual order, marked by thoughtfulness, earnestness, and felicitous expression. In 1896 he was compelled by ill health to take a long vacation in Europe. Upon his return to America, in 1898, he assumed temporary charge of a church in Oakland, Cal. Dr. Williams loved teaching even more than preaching. His scholarship, his interest in education, and his influence over young men had always been so marked that in 1899, when it was proposed to found an important Liberal preparatory school for boys at Tarrytown, N. Y., he was asked to create it and to become its first headmaster. This institution was called the Hackley School, and he was its headmaster for more than five years. During that time he established such traditions of scholarship, manliness, and simplicity as have not been surpassed by the oldest schools in the country. In 1905 he retired to re-establish his strength. In 1907 he once more took up his educational work, this time as headmaster of the Roxbury Latin School (Mass.). This agreeable duty proved too severe, and from 1909 he was obliged for three years to avoid continuous occupation. When, however, in 1912, a brother minister in Santa Barbara, Cal., desired to be relieved of work for a year, Dr. Williams filled the pulpit. Deeply sensitive to the beauty of California, and making many friends, he greatly enjoyed his year's work. But the second summer he was overcome by a prostrating illness. He returned to Boston, where he had for some years resided. If it had not been for an acute attack of pneumonia, he might have enjoyed fair health for many years. Through all his illness his mind was active and keen, and he had taken up his pen again with the old vigor and delight. Dr. Williams was a classical scholar of unusual attainments and gifts. He thought in Latin freely, often recasting his translations as he walked. His open-mindedness, intellectual refinement, and disposition to create his own modes of speech made fine art of all sorts a constant ingredient of his daily life. He was a poet, sensitive to every form of beauty in nature, in art, in music, and above all in literature; and he had the poet's gift of language, the winged word, the apt phrase, the beautiful figure of speech. Like all poets, he lived deeply in the present moment, and when it passed concerned himself little with it or its work. He, therefore, carried about no burden of regrets, resentments, or hampering limitations. He published a volume of sermons, "Character Building" (1893); an English verse translation of "Tibullus" (1905); Virgil's "Æneid" (1907); "Poems of Belief" (1910); and Virgil's "Georgics and Bucolics" (1915). He was preacher to Harvard University 1888-90, a poet of the Harvard Phi Beta Kappa Society in June, 1904. In 1911 he received the degree Litt.D. from Western Reserve University, where he was also poet of the Phi Beta Kappa Society. Some twenty of his hymns are in the hymn books of this country and of England. Dr. Williams was a preacher of the finest distinction, a scholar of rare attainment, a teacher who left an ineffaceable impression on the mind and character of his pupils, and a poet whose hymns enrich our literature and whose translations of Virgil have already received classic rank. All who met him felt his unselfish character, and were fascinated by its blending of virility and loveliness. Religion went all through him. While a convinced Unitarian, of a conservative type, he was never misled by "liberalism" into contempt of other Christians, but felt a humble sympathy with all devout souls. Whether teaching school, building a church, interpreting Virgil, or sitting as the scintillating center of a group of talkers, he was ever the Christian gentleman, dignified and charming. Dr. Williams held membership in many social organizations, among them the Authors' League of America; the Classical Association of New England; the Century Club of New York; and the Harvard, Authors', City, Wednesday Evening, and Twentieth Century Clubs of Boston. He married 14 June, 1883, Velma Curtis, daughter of Judge Edwin Wright, of Boston, Mass.

BANNERMAN, Francis, merchant and antiquarian, b. in Dundee, Scotland, 24 March, 1851, coming with his parents to the United States in 1854, residing in Brooklyn since 1858. He is the sixth of the name of Frank from the first Frank Bannerman, standard-bearer of Clan Macdonald, who escaped the massacre at Glencoe in 1692, by sailing to the Irish coast, and landed in County Antrim, where his descendants resided for many years. It has been a rule in the family that the eldest son shall be named Frank. Tradition states that the name originated at Bannockburn, when during the battle a member of the Macdonald clan rescued the clan pennant, whereupon King Robert Bruce cut off the streamer part of the flag from the national St. Andrew's Cross, and pronounced him a "Bannerman." The family came to America in 1854, locating in Brooklyn, where Frank (6th) attended public schools until the age of ten. It was then that his father, Frank Bannerman (5th), joined the colors for the defense of the Union, and it became necessary for the boy to leave school, and secure some paying occupation, to help provide for the younger members of the family. He obtained a position as errand boy at $2.00 a week in a lawyer's office at 37-39 Jauncey Court (an old court off Wall Street). Since the family resided alongside the Brooklyn Navy Yard near the river, Frank obtained the use of a captured southern dugout canoe, and every morning, before going to the lawyer's office at 9:00 A.M., he supplied the officers and crews of

the warships anchored in the Navy Yard Bay with the morning papers, usually the New York "Herald," which contained the shipping news. He never missed a morning, although often suffering considerable hardships. About 1863 a naval officer gave him a bag of rope lines, collected while cleaning ships, which contained also a small four-pronged boat anchor. This anchor the boy used as a grapple to drag the river bottom in the summer evenings, picking up odd bits of rope, chain, etc., which he sold to a local junkman. On his father's return from the war, disabled and of "no further service to the United States"—so states his honorable discharge—he attended to the selling of the junk, and as his strength returned, he branched out into buying junk from others. He was thus able to earn enough to send Frank back to Public School No. 7, where he soon got into a misunderstanding with the principal and was expelled, only to be sent for a few days later, and reinstated with high honors by the superintendent, who had learned that Frank was blameless and had acted on high moral principles. The superintendent became much attached to him and later awarded him one of the Cornell University scholarships allowed for prize scholars. But his father was still suffering from his war disability, which at times wholly incapacitated him for business, and so Frank had to decline with great regret (for he had always earnestly desired a university education), feeling that his duty was then to stay with his father and help carry on the business for the welfare of the family. Even these short-time schooldays were broken into by the many days in which he was absent with his father attending navy auctions, and these frequent sales, soon necessitating his whole time, ended school for him. The business soon outgrew the little storehouse near the navy yard, and the large store and warehouse at 14 Atlantic Avenue was opened in the fall of 1867, for the sale of ship chandlery in connection with navy auction goods, including the original business of supplying paper makers with old rope. In 1872 when old rope became very scarce in the United States, Frank made a business trip to Europe, and made large purchases of rope for export to New York. For a while he made his home with his grandmother in Ulster, and there he met Helen Boyce, daughter of a well-to-do farmer of Huguenot Scotch-Irish descent, to whom he was married 8 June, 1872, in Ballymena, Ireland, by the Rev. Frederick Buick, who had also officiated at the marriage of his father. Three sons, Frank (7th), David Boyce, and Walter Bruce, also a daughter who died in infancy, are the result of the union. The two eldest sons assist the father in business, while Walter Bruce is a practicing physician at Bridgewater, Mass. On his return with his bride to Brooklyn, Frank Bannerman desired to start in business for himself, his younger brother then being able to take his place. His father favored his ambition, and helped him locate near by in a nearly similar business, claiming that competition would help both. He then began attending army auctions, and noted the destruction of old muskets and swords for scrap metal, for which there was often a demand from small states, unable to afford the expensive modern weapons of first-class nations; also that many weapons broken up for junk had been used on historical battlefields and were worthy of preservation. He began, accordingly, the publication of a catalogue illustrating, describing, and giving the history of the weapons he had for sale. As the New York "Sun" reporter said, "Bannerman could tell an interesting story about everything he had for sale." His catalogue induced many to start collecting war weapons. To emigrants coming from Europe, where the use of firearms was prohibited, he sold the old army musket altered over into a light-weight shotgun very useful in protecting stock on frontier farms. To boys' brigades and military school cadets he supplied a five-pound Quaker gun made out of the old ten-pound army rifle by replacing the heavy steel barrel with one of wood and reducing the length and grasp of the stock. The store at 43 Atlantic Avenue soon became too small, and since the Brooklyn express and freight facilities at that time were too slow for handling the rapidly increasing mail order business, it became necessary to open store in New York City. The first was at 118 Broad Street, a later one at 27 Front Street (where thirty years before he had, while in the lawyer's office, delivered his first message). In 1897 he leased the store, 579 Broadway, from which place he fitted out many regiments of volunteers in the Spanish War. The assistant chief of ordnance claimed that Bannerman had done so much good toward training the youth of America with his Quaker gun that the U. S. government should pay him a royalty on each gun made. At the close of the war with Spain, he purchased over 90 per cent. of the captured guns, ammunition, and equipment, making it necessary to obtain a place outside any corporate limits for the storage of millions of cartridges. Polopels Island in the Hudson, at the northern entrance to the Highlands, was purchased for this purpose, and there he constructed harbors and built a storehouse patterned after the baronial castles of his native Scotland: he also makes the island his summer home. In 1905 he secured 499 and 501 Broadway, extending through the block 200 feet to Mercer Street. The trustees of the Metropolitan Museum, who had the 501 property for sale, made a reduction of many thousands of dollars in the price "in recognition of his public spirit in maintaining a free public war museum at his own expense in New York City." Government officials say that Bannerman is the father of the sealed bid plan of selling obsolete stores. All acknowledge him to be the founder of the military goods business. All his goods are sold on government auction sale, terms cash with the order. At the outbreak of the great European war in 1914, he was able in seven weeks from his island arsenal to supply the French government with 8,000 army saddles (a year's output for a large factory). He showed his love for the land of his birth by donating thousands of rifles, cartridges, equipment, and money to help the British in their great fight. Collectors claim that Bannerman's large illustrated book catalogue is the best book published on weapons of war. A great lover of boys, he has been connected with boys' club church

work for many years, devoting one night each week to them for the study of the Sabbath school lesson. He was among the first trustees of the Caledonian Hospital, and is a member of the St. Andrew's and many other societies.

BURTON, Pierce, journalist, b. in Norwich, Vt., 24 Dec., 1834; d. at Aurora, Ill., 19 Sept., 1916, son of William Smith and Nancy (Russell) Burton. The family is descended from one John Burton, who received a grant of land at Salem, Mass., in 1638. From him the line of descent runs through his son, Isaac, his grandson, Jacob, his great-grandson, another Isaac, and his great-great-grandson, Stephen Burton, who married Hannah Pierce, of Canterbury, Conn., and became the father of Pierce Burton (1st) (b. 1 Nov., 1761). This Pierce Burton married Phoebe Stoddard, and was the father of William S. Burton (b. 7 April, 1795), a merchant of Norwich. Nancy Russell, wife of William S. Burton, was a daughter of Seth Russell, of Northampton, Mass., a granddaughter of Hezekiah Russell, a lieutenant in the Revolutionary army, and a descendant of John Russell, a native of England, who located in Massachusetts in 1635. Nancy Russell's mother was Mary Emerson, a member of the same family to which Ralph Waldo Emerson belonged. Pierce Burton (2d) began his education in a small school taught by his sister in his native town, and supplemented the modest fund of knowledge thus acquired by private study. Although self-educated, however, he was remarkably well-informed on a wide variety of subjects. At sixteen he began teaching the school at Bellefontaine, Ohio. At twenty-one he became associated with Henry M. Paine, an inventor, of Worcester, Mass., who, even at this early day (1855) succeeded in making some interesting approximations to such later discoveries as the electric motor, electric light, and a motor-driven road carriage, although none of them was brought to perfection. After the close of the Civil War, Mr. Burton located in Alabama, and was a participant in much of the stirring history of reconstruction times. He entered the field of journalism in February, 1869, when he founded the newspaper called "The Southern Republican," at Demopolis, Ala. He conducted this paper with success until March, 1871, when he purchased the Aurora (Ill.) "Herald," and removed to Illinois. In 1882 he founded the "Daily Express," at Aurora, and continued to edit it until his retirement in 1900. While in Alabama he was a member of the State Constitutional Convention of 1867. He also served in the legislature; was at one time speaker pro tem. of the house, and chairman of the Committee on Ways and Means. In the latter connection his knowledge of law, acquired while still a young man by private study, was of distinct profit. He personally formulated a revenue law, on which the present law of the State is based. In 1868 he was nominated for chancellor, but, being unwilling to serve, because of personal modesty, caused the name of Gen. William B. Woods to be substituted for his own on the election tickets. Woods was elected to the office, and through this beginning started on his brilliant judicial career, which ended in his appointment to the U. S. Supreme Court. In 1870 Mr. Burton was his party's nominee for the office of lieutenant-governor. For true nobility of soul Pierce Burton had few equals. Like a rock he faced dangers in the South when men's passions and prejudices ran high, determined to do his duty although death might be the penalty. So, also, through his later career he combated wrong and injustice, wherever he found them, regardless of the effect on his personal fortunes. Those familiar with the stirring part which it was his fortune to play during a turbulent period of the country's history, will be impressed with the modesty of the man who voluntarily withdrew from a path which led to the Supreme Court of the United States, and pushed forward in another, because he was overconscious of his own limitations. They will be impressed with his fearlessness; his intellectual vigor; his sense of justice; his uprightness of character, lofty patriotism, and purity of soul. But no estimate can reveal what was one of his most striking characteristics, a wonderful gentleness and sweetness, seemingly at variance with the necessities of his experience in the Southern States just after the Civil War. Mr. Burton was twice married; first, 11 Jan., 1860, to Ellen C. Lapham, of Adams, Mass., a descendant of several "Mayflower" Pilgrims, who died 13 Jan., 1863; second, 25 Dec., 1873, to Maria Alice, daughter of Gideon Sibley, of Athol, Mass., and a member of a family famous in the Revolutionary annals of New England. By his first marriage he had one son, Charles Pierce Burton (b. 7 March, 1862), who succeeded to the editorship of the Aurora "Daily Express," and is the author of "The Bashful Man and Others" (1902); "The Boys of Bob's Hill" (1905); "The Bob's Cave Boys" (1909); "The Bob's Hill Braves" (1910); "Boy Scouts of Bob's Hill" (1912), and "Camp Bob's Hill" (1915). By his second marriage, Mr. Burton had one son, Ralph William, and one daughter, Claribel Daisy Burton.

LACOMBE, Emile Henry, lawyer and jurist, b. in New York, N. Y., 29 Jan., 1846, son of Emile Henry and Elizabeth Edith (Smith) Lacombe. His father, Emile Henry Lacombe (b. in Philadelphia, Pa., 27 April, 1813, and d. in New York City, 25 Dec., 1851), was a commission merchant in New York City. He married Elizabeth Edith, daughter of Henry and Mary Smith, of Coxsackie, Greene County, New York. Their son, Emile Henry Lacombe, Jr., was prepared for college at the Columbia Grammar School and in 1859 he matriculated at Columbia College with the class of 1863, graduating at the age of seventeen years. Before graduating in arts he joined the Seventh Regiment National Guard of the State of New York as a private and he served with his regiment throughout the war. Subsequently, he entered the law school of Columbia College and he was graduated LL.B. in June, 1865, winning the first prize for his essay on "Constitutional Law." He did not attain his majority until 29 Jan., 1867, when he was admitted to the New York bar. He then began the practice of his profession in the law office of Townsend and Hyatt. In December, 1875,

ENGRAVED BY HENRY TAYLOR JR CHICAGO

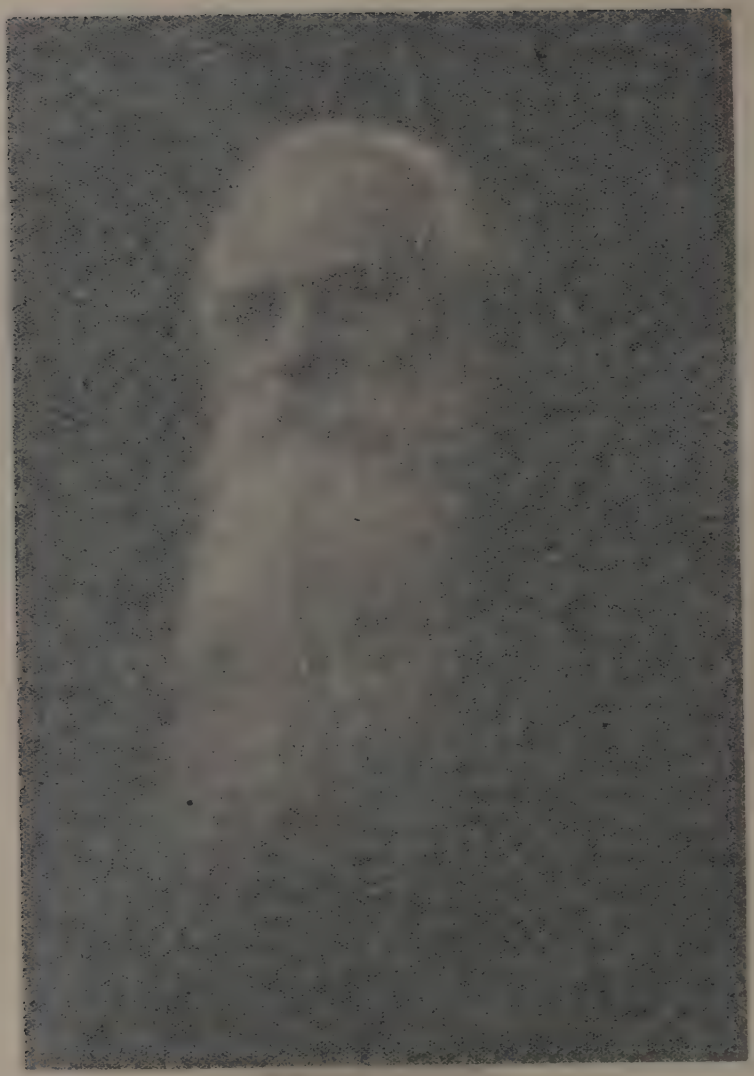
H. H. Bancroft

who married 23 Nov., 1[illegible]
a lawyer of New York City.
Elizabeth Edith (Tryon) Lacombe,
p, N. J., 1 Jan., 1886.

in Venango County, Pa., 22 Sept., 1832;
in Rockford, Ill., 10 April, 1913, son of
[illegible]
N. Y.,
plant 1830. He
ough on a rail built by
by boat and team
County, Ill.,

of but seven or eight years of age when the family came to Illinois, William W. Burson actually grew up with the commonwealth, spending his youthful days on a farm. Life was simple in those days, and the opportunities circumscribed. The school which he attended was a house of logs, the only plank in the whole building being used as a writing desk, whereon each pupil practiced penmanship with a quill pen. There was but one window, covered with greased paper in-

proficiency in
many branches of [illegible] now considered essentials of a liberal culture. He was an omnivorous reader and [illegible] books whenever possible, and, [illegible] more time in which to master [illegible] used to
plowed the ground under[illegible] he also cultivated his own mind. In this way he laid the foundations of a sound education, only to find that the ambition for a still higher culture began to haunt him. By husbanding his resources, he was at last able to enter Lombard University, Galesburg, Ill., then presided over by Prof. John Van Ness Standish, and was graduated there in 1856, in the first class that ever left that institution, receiving the first diploma ever presented to a graduate of Lombard. Like many self-reliant men, Mr. Burson seems to have absorbed a wide

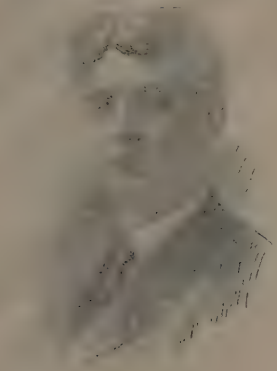


he gave up his practice to accept the position of assistant corporation counsel of the city of New York. This office called upon him for the preparation and trial of many important cases; among them several of the actions growing out of the so-called "Ring" frauds. He drafted the Aqueduct Act of 1883 which paper served as a model in subsequent legislation. On 31 Dec., 1884, he was appointed counsel to the Corporation of the City of New York and after three years of most satisfactory service he was appointed to be United States circuit judge by President Cleveland in June, 1887. Four years later, upon the creation of the U. S. Circuit Court of Appeals, he was assigned to that court and upon the retirement of Judge Wallace in 1907 he became presiding judge thereof. He continued in that office up to 29 Jan., 1916, the seventieth anniversary of his birth, when he retired from the bench on which he had spent twenty-nine years of his active judicial life, twenty-five of which years he occupied a seat on the bench of the United States Circuit Court of Appeals from the organization of that high court in 1891. His record on the bench has been notable in displaying his capacity for hard work. There had been no cause of complexity before the court to which he had not given himself with vigor. This applies emphatically to the noted Traction case, the Tobacco Trust case, and the 80-cent gas case. Outside of these more notable causes that attained unusual publicity he did equally hard work on the general business of the court, which at the time of his resignation numbered 5,095 different cases. Less than sixty actually argued cases were recorded in 1891-92, while in1915-16 there were 345 cases exhaustively argued and passed upon, a number far exceeding those recorded as disposed of in any of the similar circuit courts of appeal. The "Federal Reporter" noted during the period of Judge Lacombe's service more than 4,000 reported decisions fully reported, and the "Reporter" took notice that up to 1893 Judges Lacombe and Wallace were the only circuit judges sitting and that after that date up to 1902 there were only three circuit judges. In reality Judge Lacombe has to his credit more of the actual work of the court than any other individual judge—this applies not only to the appellate work of the court, but as well to the large volume of first instance work which the court records show as done by Judge Lacombe up to the very moment of his retirement. He heard the general motion calendar every month and in addition he presided at nearly all the trials growing out of the Metropolitan Street Railway Company litigation. On retiring from the bench Judge Lacombe said: "I do not intend, because I sever my connection with the bench, to abstain from all labor, for I am to continue the practice of law, after my period of relaxation has expired." Judge Lacombe is a member of the University and Metropolitan Clubs, and of the Delta Phi College fraternity. His alma mater conferred upon him the honorary degree of LL.D. in 1894. He accumulated a valuable library of standard works, many volumes of which he amused himself by extra illustrating. He married on 14 Oct., 1873, Elizabeth Edith, daughter of Benjamin and Jane (Smith) Tryon, of Coxsackie, N. Y., and they had two children: Rufus Tryon Lacombe and Elizabeth Aimée Lacombe, who married 23 Nov., 1898, Frederick J. Moses, a lawyer of New York City. The mother, Elizabeth Edith (Tryon) Lacombe, died in Morristown, N. J., 1 Jan., 1886.

BURSON, William Worth, inventor, b. in Venango County, Pa., 22 Sept., 1832; d. in Rockford, Ill., 10 April, 1913, son of Samuel and Mary (Henry) Burson. His parents, both natives of Sussex County, N. J., early removed to the site now covered by Oil City, Pa., where the father engaged in agriculture until about 1839. He then took his family to Pittsburgh on a raft built for the purpose, and from there they went on down the Ohio River, and by boat and team finally reached McDonough County, Ill., where they purchased a farm. Later they located in Fulton County, Ill., where they became owners of seven quarter sections of land, two of which are still owned by their descendants. The elder Burson was, therefore, one of the pioneers of the State. A lad of but seven or eight years of age when the family came to Illinois, William W. Burson actually grew up with the commonwealth, spending his youthful days on a farm. Life was simple in those days, and the opportunities circumscribed. The school which he attended was a house of logs, the only plank in the whole building being used as a writing desk, whereon each pupil practiced penmanship with a quill pen. There was but one window, covered with greased paper instead of glass, and the roof was of rough clapboards laid in rows and held down by poles. The fireplace at one end of the room was insufficient to heat the whole of it, but against the resulting discomfort, the youthful philosopher uttered no complaint, save the simple remark, "We did not expect to keep warm." The schools of the time offered only limited curriculum. To learn reading and writing, and to be able to cipher the simplest problems in arithmetic, was their nearest approach to an adequate education. The books accessible for reading consisted of the Bible and a stray almanac or two, no newspapers being seen until some years later. Mr. Burson did not attend the public schools after his seventh year, although he later became a teacher of others. He was largely self-educated, attaining through his own hunger for knowledge an impressive efficiency in many branches of learning, even now considered essentials of a broad culture. He was an omnivorous reader, borrowing books whenever possible, and, that he might have more time in which to master them, he used to tie an open volume to his plow handles and read while guiding his horses. So, as he plowed the ground underneath him, he also cultivated his own mind. In this way he laid the foundations of a sound education, only to find that the ambition for a still higher culture began to haunt him. By husbanding his resources, he was at last able to enter Lombard University, Galesburg, Ill., then presided over by Prof. John Van Ness Standish, and was graduated there in 1856, in the first class that ever left that institution, receiving the first diploma ever presented to a graduate of Lombard. Like many self-educated men, Mr. Burson seems to have absorbed a wide

and varied fund of knowledge. As has been well said of him, "His versatility was impressive." He had good ability as a writer of verse, and kept himself intelligently informed on the great questions of the times. His greatest talent, however, lay in the line of mechanical invention, in which he early attained success and distinction. He early recognized the need of improved machinery in general industry, and then set his mind to inventing it. As early as 1856, the year of his graduation, he took out patents on binders and mowers, and in 1859 was allowed another on a twine binder, in the same year, also, projecting a wire binder. In 1865 he patented the first practically successful twine binder. About this time his attention was first turned in the direction of knitting-machines, in the invention of which he achieved his greatest success and reputation. The story of his progress in this class of machinery is interestingly shown by excerpts from his diary during that period. For more than sixty years he wrote these notes in shorthand, having mastered the system when it was almost a thing unknown. Thus (28 Sept., 1866): "I have a defined plan of a knitting-machine for knitting men's socks. The plan of making the stitch is entirely my own"; (29 Nov., 1866): "I spent evening knitting on a sock and got down to the heel, and on thirtieth finished same, being the first sock ever knit in this manner. The papers prepared by myself and sent to the patent office 4 Dec., '66"; (7 Feb., 1867): "I spent entire day on knitting-machine, knitting first pair of socks"; (17 Feb., 1867): "Knit mitten the first ever knit on machine." (This mitten is now in possession of his daughter, Mrs. Adele Trufant, of Rockford.) (24 June, 1867): "Prepared patent papers. Began a new knitting-machine, known as parallel row." (This is the machine now in universal use.) (31 July): "Was knitting on same and got patents 23 July, '70, to knit the first sock, with a pattern wheel"; (8 Oct., 1870): "Saw the first sock, knit by water power"; (5 April, 1871): "Ran three knitting-machines, making eighty dozen socks. Took thirty dozen to Dubuque, Ia., and sold the first they had sold outside of Rockford"; (8 Aug., 1871): "Shipped out first lot to Chicago, twelve dozen"; (16 Aug., 1871): "Knit a sock in five minutes today"; (12 Sept., 1871): "Made a trip to Chicago to sell goods and sold Farwell forty dozen." (Today, 1916, the factory is turning out 6,000 dozen per day of twenty-four hours.) "After working hard all day in Chicago, selling socks, went to La Salle, Ill., and have conceived plan for new machine to finish the toe." (Heretofore this had not been done by machinery, but by hand.) (30 March, 1872): "Knit and closed the toe of the first sock ever completed on a machine"; (1 May, 1873): "The knitting-machine worked perfectly"; (10 Oct., 1873): "Knit sock in three and three-quarters minutes." Mr. Burson also designed punches and dies to make various parts of the machines, and in 1881 started his machine for knitting ladies' fine hose. The factory, now working day and night, gives employment to more than 1,000 people. The present Burson Knitting Company was organized in 1892 with a capital of $24,000. Later this was increased to $750,000. Mr. Burson was not content with his work, even after these remarkable achievements. He continued his efforts further to perfect them. Some 1,800 machines are now used at Rockford, and about 300 at Paris, Canada. A man who can fashion out of the fabric of his dreams machines so uncanny in their intelligence as to seem human, save for blood and conscience, has invited immortality both for himself and his work. As a young man, Mr. Burson longed always to do something for his fellow men, for "poor humanity." He achieved his desire. His inventions have given employment to thousands. Many men and women have been made comfortable in old age through this splendid industry which owes its life to Mr. Burson. Mr. Burson lived an exemplary life. In the attainments of character he was no less great than in the sweep of his intellectual power. His life was most temperate. He never used tobacco in any form. Alcoholic drinks had no enticement for him. In eating he never used meat or butter, and never drank tea or coffee. He established an enviable record in respect to the medical profession, never having required the ministrations of a physician until in his last brief illness. Those who knew him best declare that he had no morally disfiguring habits whatever. All profanity was foreign to him, nor could any injustice provoke him to harshness. In his greatness he rose above the petty concerns that so often engage the attention of smaller minds. His family never recall a quick or a cross word. Although never formally a member of any church, Mr. Burson was a man of deep religious convictions, and whenever in Rockford attended services at the Church of the Christian Union. He read the New Testament reverently and often, and such was his linguistic proficiency that he could read it in seven languages. For years he was a Mason, having been a charter member of the Chicago Lake View Lodge of that order. In politics he was a Republican, having adhered to the party from its organization. He was a delegate to the first State convention at Bloomington, and cast his first vote for John C. Fremont for President, and his last for William H. Taft. His motto through life was "Integrity, Industry, and Perseverance," words which are inscribed on the monument erected to his father and mother. He learned the lessons from his father and exemplified them in his own life. Mr. Burson's death came after a very brief illness. It was unexpected. He had enjoyed excellent health in such generous measure that the trifling indisposition which attacked him was not deemed serious. But at his advanced age even his splendid constitution could not resist further, and he died within a week at the home of his daughter. He was laid to rest in Forest View Abbey, in Rockford. His tomb is marked, as was that of his parents, with the motto, "Integrity, Industry, and Perseverance." Mr. Burson's wife was a fellow student at Lombard University. She was a native of New Jersey, who had removed with her parents to Fulton County, Ill. She survives her husband with two sons, Wilson Worth, also an inventor of

R. Beckwith Forest



he was [illegible] years old, and then went to Sioux Falls, S. D., where he learned there the watchmaker's trade. After five years in that city he went to Southern California, and spent four years in [illegible] and implement business in [illegible]. Although very successful in this line of endeavor, the call of the mechanical was stronger than that of the [illegible] for several years he [illegible] inventing. In 1898 he returned to [illegible] and worked with his father, studying [illegible] him and developing [illegible] years' [illegible]

[illegible] always to be found [illegible] for legitimate [illegible] He married, in 1890, [illegible] They [illegible] one daughter.

DE FOREST, Robert [illegible] and philanthropist, b. New [illegible] [illegible] de Forest. He is [illegible] de Forest, a Huguenot [illegible] from Leyden about [illegible] the earlier settlers of [illegible] and he bequeathed [illegible] philanthropic enthusiasm [illegible] the oldest daughter [illegible] president of the [illegible] education was [illegible] of New York City, and [illegible] Seminary, in Easthampton, [illegible] prepared for Yale University, graduating therefrom in 1870 with the degree of A.B. He obtained his A.M. diploma in course and was made an LL.D. in 1904. Columbia conferred the degree of LL.B. upon him in 1872. It was not only in America that he studied to fit himself for his contemplated professional career. He appreciated the broadening advantages of foreign residence and training, and entered himself in the famous German University of Bonn for a course of study. He was admitted to [illegible]

partnership with his younger brother, Henry W. de Forest, and his sons, Johnston and Henry L. de Forest, under the firm name of De Forest Bros. Mr. de Forest early [illegible] profession as a lawyer of [illegible]

[illegible] director of the road, [illegible] vice-president.

[illegible] Republican. [illegible] A. F. & A. M., [illegible] Consistory and [illegible] Shrine of Rockaway. Like [illegible] is a natural inventor, and has made many changes in knitting-[illegible] [illegible] in the [illegible] activities have been [illegible] [illegible] ther and son.

[illegible] for necessities [illegible] no little part of the [illegible] [illegible] prominently before [illegible] philanthropist. His [illegible]

[illegible] York Trust [illegible] pany, Central [illegible] Company, Title [illegible] and the Metropolitan [illegible] Like most men of culture [illegible] Mr. de Forest is an enthusiastic [illegible] and statuary, he is also a connoisseur in china, silver, the work of the loom and needle as exemplified in masterpieces of the past, and an appreciative admirer of any achievement in which shines the sincerity that is the only true basis of art. He had been president of the Municipal Art Commission in New York in 1905, and it was therefore logical that in 1912 he should be elected president of the

Nathan Bedford Forrest

knitting-machines, and Ernest Emerson Burson, a musician of ability, who resides on a ranch near Orange, Cal., and one daughter, Florence Adele, who married Seth C. Trufant.

BURSON, Wilson Worth, inventor and manufacturer, b. in Rockford, Ill., 24 May, 1864. He is a son of William Worth Burson,

Wilson W. Burson

the pioneer inventor of binders, the first automatic knitting-machine and 100 other contrivances. He remained at Rockford until he was fourteen years old, and then went to Sioux Falls, S. D., where he learned there the watchmaker's trade. After five years in that city he went to Southern California, and spent four years in the hardware and implement business in Escondido. Although very successful in this line of endeavor, the call of the mechanical was stronger than that of the commercial life, and for several years he was engaged in the various branches of mechanical engineering, designing, erecting, and inventing. In 1898 he returned to Rockford and worked with his father, studying under him and developing his inventive genius. During the four years' association that followed, Mr. Burson designed and invented the machinery now in use in the Burson-Ziock-Brown Company, capitalized at $600,000, which was organized in 1907, with himself as one of the original promoters and stockholders. This company now has 1,250 machines and produces over 1,600 dozen pairs of stockings daily. It owns its own factory and machine shop, having the record of building and installing one new knitting-machine each day. In time it will be one of the largest plants of its kind in the world. Politically, Mr. Burson is a Republican. He belongs to Ellis Lodge, No. 633, A. F. & A. M., Freeport Consistory, and Tebala Shrine of Rockford. Like his father he is a natural inventor, and has made a great many changes in knitting-machines and produced numerous other inventions, some not yet patented. In the business world, also, his activities have been of great importance. Coming into the knitting business as he has with a new company, he has been able to produce a product similar to, without interfering with, that of his father. The two Bursons, father and son, have done much to build up Rockford. Their kindred industries furnish employment to hundreds, and their wages spent in the city for necessities and comforts form no little part of the commercial life of the place. Mr. Burson gives liberally to worthy objects, although his modesty keeps him from appearing prominently before the public as a philanthropist. His association with civic measures shows that he is always to be found on the side of progressive movements toward further improvements and measures for attracting new capital to Rockford to be used for legitimate business purposes. He married, in 1890, Hettie Hoyt, of Rockford. They have one daughter, Florence E. Burson.

DE FOREST, Robert Weeks, lawyer and philanthropist, b. New York, N. Y., 25 April, 1848, son of Henry G. and Julia Brasher (Weeks) de Forest. He is a direct descendant of Jesse de Forest, a Huguenot, who came to this country from Leyden about 1623, and was one of the earlier settlers of New York. His father, like his distinguished ancestor, was always active in the civic, social, and religious life of New York, and he bequeathed his public spirit and philanthropic enthusiasm to his son. His mother was the oldest daughter of Robert D. Weeks, first president of the New York Stock Exchange. His education was begun in the public schools of New York City, and continued at Williston Seminary, in Easthampton, Mass. Here he was prepared for Yale University, being graduated therefrom in 1870 with the degree of A.B. He obtained his A.M. diploma in 1873, and was made an LL.D. in 1904. Columbia conferred the degree of LL.B. upon him in 1872. It was not only in America that he studied to fit himself for his contemplated professional career. He appreciated the broadening advantages of foreign residence and training, and entered himself in the famous German University of Bonn for a course of study. He was admitted to the bar in New York in 1871, and at once became associated with the law firm of Weeks, Forster and de Forest. His uncle, John A. Weeks, was senior partner of the house, and his father had once been a member. Some time afterward Robert de Forest entered into a law partnership with his younger brother, Henry W. de Forest, and his sons, Johnston and Henry L. de Forest, under the firm name of De Forest Bros. Mr. de Forest early won distinction as a lawyer of penetrating discernment based on a sound knowledge of jurisprudence. He soon developed a wide practice and became counsel of the Central Railroad Company of New Jersey. Then he was appointed general counsel, a director of the road, and since 1902 has served as its vice-president. He has been president of the Hackensack Water Company since 1885. He is a director and trustee of the Niagara Fire Insurance Company, and of the New York Trust Company, vice-president of the New York and Long Branch Railroad Company, trustee of the New York Trust Company, the Hudson Trust Company, Central and South American Telegraph Company, Title Guarantee and Trust Company, and the Metropolitan Life Insurance Company. Like most men of culture and wide education, Mr. de Forest is an enthusiastic lover of art in all its forms. An excellent judge of pictures and statuary, he is also a connoisseur in china, silver, the work of the loom and needle as exemplified in masterpieces of the past, and an appreciative admirer of any achievement in which shines the sincerity that is the only true basis of art. He had been president of the Municipal Art Commission in New York in 1905, and it was therefore logical that in 1912 he should be elected president of the

American Federation of Arts, and, in 1913, president of the Metropolitan Museum of Art. There have been several notable additions to the exhibits in various departments of the museum since Mr. de Forest has been at the head of affairs there, and he is always on the alert for collections or individual objets d'art, which their owners may be willing to give for public display, either temporarily or otherwise. Interest in the museum has been greatly augmented during Mr. de Forest's presidency. This is shown by the rapid increase in membership and in the popularity of the annual receptions by the president and trustees. During 1916 the number of new members was 3,422. This included many persons distinguished in the world of art, literature, commerce, and the higher professions. At these gatherings, which are held in midwinter, the great foyer of the museum becomes a reception room, the front doors are closed and hung with tapestries, and plants are everywhere. The attendance is always very large and guests come from many circles, city officials, including the mayor, members of the clergy, people of social prominence, and always a number of artists and art collectors. President and Mrs. de Forest receive, assisted by the trustees and the directors of the museum, with ladies of their families. Mr. de Forest's other activities are numerous and varied. While he is a keen practical man of business, he has, during his thirty-five years of sustained activity with the Charity Organization Society of New York, devoted the chief labor of his life to philanthropy. He was one of the founders of the society, in 1881, and was elected its president in 1888, in which position he has served by successive reelections for the past twenty-eight years. Possessing rare aptitude for the duties of this office, he brought to the society an element of assurance that immediately riveted the confidence of the public; and it is largely through his energy and benevolent capacity that charitable relief work in New York has been placed on a systematic and scientific basis. The work of the society is conducted through four bureaus, namely, the Department of General Work; the Woodyard and the Laundry; the Department for the Improvement of Social Conditions, and the School of Philanthropy. Although the society's purpose is the alleviation of poverty, and it disburses adequate and immediate relief in the form of cash, food and clothing, rent, etc., which in many cases is extended over periods of months or even years, it is not merely a relief agency. The sympathetic, painstaking attentions of its workers, salaried and volunteer, are accompanied by efforts directed toward helping the needy to self-reliance and permanent self-support. It is through the Department of General Work that the remedial and constructive work is done. This department administers material relief and, through its Social Service Exchange, gathers information to facilitate the general co-operation among churches, charitable organizations, and individuals of the city, one of the most indispensable functions of the society. This co-operation is effected directly through the fourteen neighborhood offices of the society, each strategically located and in direct contact with needy persons and families. The Woodyard and the Laundry, which afford temporary employment for men and for women respectively, are practically self-supporting. The Department for the Improvement of Social Conditions, which includes the Tenement House Committee, the Committee of Criminal Courts and the Committee on the Prevention of Tuberculosis, has performed particularly brilliant and enduring service. Notwithstanding that the society through its sixty-five salaried and 624 volunteer workers administered speedy and adequate relief to 11,197 families who applied for aid in one year, the confidential relations between the society and the recipients prevent proper public appreciation of the services rendered. But the extraordinary improvements in housing conditions effected by the Tenement House Committee present to the eye obvious proof of the ability and zeal employed by the society in the interest of the community. This committee was appointed in 1898 "to secure the enforcement of the existing laws relating to tenement houses; to present united opposition to bad legislation arising either at Albany or locally; to obtain such new and remedial legislation as might be necessary, and to make a general study of the tenement house question." This resulted in an extensive investigation of existing conditions which was followed by an instructive and entertaining exhibition in conjunction with the committee on the prevention of tuberculosis. This exhibit, which subsequently became a permanent institution, has been viewed by millions in this country and abroad and was displayed at the Paris Exposition in 1900. It proved so tremendously effective that the society secured through Theodore Roosevelt, then governor of New York, the appointment of the New York State Tenement House Commission, with Mr. de Forest as its chairman. In this capacity Mr. de Forest and his associates prepared and had enacted the new law which insures adequate light, air, and decency in buildings. There was serious need for the act, and its results were reflected by a wave of housing improvements throughout the country. Subsequent developments proved the need of making permanent the society's committee—Tenement House Committee—which brought about this remarkable reform, and Mr. de Forest, as chairman of this committee, chairman of the State Commission and first commissioner of the city department created by the new law, displayed constructive ability of a high degree. The other committees included in the department for the Improvement of Social Conditions—the Committee of Criminal Courts, Committee on the Prevention of Tuberculosis, and the Committee on Mendicancy—also accomplished much valuable service. The society's New York School of Philanthropy, which provides technical training to those who wish to enter upon any form of charitable work, is the pioneer "training school in applied philanthropy," and has developed many specialists in that field of activity. Because of the high standard of the society, it experienced much difficulty in finding persons properly qualified for social work, which included capable visitors for charity organizations; investigators of social conditions, factories and tenement houses; matrons and administrators in institutions; financial secretaries for charitable organizations; executive officers for educational and philanthropic so-

S. Alice Haldeman

offices; private almoners; probation officers; [illegible] charities and welfare departments of [illegible] hospitals of [illegible] Columbia University as satisfying half the requirements for the degree of Doctor of Philosophy. The Provident Loan Society is another very important development of the Charity Organization Society. With its usual keen perception, the society, in 1892, recognized the necessity of providing the poor with facilities for borrowing money at reasonable rates upon personal property. Two years later it opened its first loan office, with a capital stock of $[illegible]. The injustice of the method which previously prevailed in the loan business had constantly created many severe instances of individual hardships, but the opening of the society's office caused many leading pawnbrokers to reduce their rates from the oppressive charges then prevailing to the moderate rates charged by the society. Its methods proved so successful that this branch has since developed into [illegible] the newspapers [illegible] the publication [illegible] service adapted to the purpose. The society acts also in the capacity of intermediary for individuals or committees in the distribution of relief, placing these donations unostentatiously where they are needed. For [illegible] many years it distributed 1,000 Christ[illegible] the New York "World" [illegible] York "American." It par[illegible] Christmas bounty [illegible] New York "Times," [illegible] urgent [illegible] (1916) [illegible] amount. [illegible] society, [illegible] [illegible] [illegible] disaster [illegible] a bulletin [illegible] resulted in [illegible] society [illegible] $1,000 [illegible] relief committee [illegible] the $7,96[illegible]

[illegible] It was [illegible] as a concession that the general objection [illegible] paying workers was overcome, and the society has since made remarkable progress [illegible] the [illegible] families who made application [illegible] [illegible] [illegible]

cities; private almoners; probation officers; head workers and assistants in social settlements, institutional churches and welfare departments of manufacturing and mercantile establishments; members of boards of managers and of committees, and employees of the State and municipal departments which deal specifically with public health, charities, and correction. At the end of six years the value of this department was so apparent that the late John S. Kennedy, by an endowment of almost $1,000,000, established it on a permanent basis. It is closely affiliated with Columbia University, and this is insured not only by the terms of Mr. Kennedy's endowment but also by the endowment of the Schiff Chair of Social Economy in the university. The course is exacting; and the diploma of the school, which is awarded only on the completion of the full two years' course, is accepted by Columbia University as satisfying half the requirements for the degree of Doctor of Philosophy. The Provident Loan Society is another very important development of the Charity Organization Society. With its usual keen perception, the society, in 1892, recognized the importance of providing the poor with facilities for borrowing money at reasonable rates upon personal property. Two years later it opened the first loan office, with a capital stock of $100,000. The injustice of the method which previously prevailed in the loan business had constantly created many severe instances of individual hardships, but the opening of the society's office caused many leading pawnbrokers to reduce their rates from the oppressive charges then prevailing to the reasonable one adopted by the society. Its methods proved so beneficial that this branch has since developed into a chain of six loan offices, through which about $10,000,000 are loaned on personal property each year. The Charity Organization Society also conducts its own publication department, and in addition to the "Charities Directory," founded in 1882, it issued for many years "Charities and the Commons," founded in 1905, a weekly periodical devoted to research and publicity concerning local and general philanthropy. It is an authority on all phases of charitable matters, and has gained a wide circulation. In recent years there has been such a demand for its advance sheets from the newspapers throughout the country that the publication committee established a press service adapted to the purpose. The society acts also in the capacity of intermediary for individuals or committees in the distribution of relief, placing these donations unostentatiously where they are needed. For instance, for many years it distributed 1,000 Christmas dinners for the New York "World" and also the New York "American." It participates in distributing the Christmas bounty annually collected by the New York "Times," to cheer and comfort the most urgent cases of destitution, and on Christmas (1916) the society distributed $17,000 of this amount. In emergency distribution, too, the society, because of its efficient methods, has rendered estimable service. For example, in the Park place disaster—the collapse of a building which resulted in bereavements to sixty-three families—the society distributed the $20,000 of the mayor's relief committee and also the $7,000 raised by the New York "Herald." It was not until charitable relief work became recognized as a profession that the general objection toward paying workers was overcome, and the society has since made remarkable progress in its efforts to relieve distress and reduce poverty. The immense amount of work involved may be estimated by the fact that, besides the 11,197 families who made application for assistance in one year, there were 26,957 applications by homeless persons. The efficiency which the society has attained is due to the excellent personnel both of the administrative officers and of the capable members of the general staff, who have devoted their lifework to the study and alleviation of poverty; and the admirable administration of the society's affairs is due to the elasticity of its organization. The work is distributed among a number of standing committees, constituted in large part of chairmen of other committees, directly responsible to the Central Council, the governing body. Mr. de Forest considers the functions of the State in the field of charitable relief strictly limited. This opinion, which may be said to be behind the policy of the Charity Organization Society, Mr. de Forest formulated into words while addressing the students of the School of Philanthropy during the closing exercises of 1915. He emphasized the peculiar value of private charity, not only in its freedom from the limitations that must necessarily be put around the distribution of tax-gathered funds by public officials, but because it keeps alive in individuals that feeling of duty toward their fellow men and fellow women. Mr. de Forest feels that if all charity were left to public administration, supported by taxation, it would tend to divide the community or the nation into two classes: the "rich," who pay taxes, and the "poor," who are supported from the tax fund. These are his main reasons for opposing the idea that the State should be entirely responsible for those unfortunates who require relief from the worst results of economic pressure. Mr. de Forest, besides being president and chairman of the executive committee of the society, is chairman of the School of Philanthropy and of the Charities Publication Committee, and his efforts in molding the councils of the foremost charitable organization of the country have received nation-wide recognition. In 1903 he was elected president of the National Confederation of Charities and Corrections, held in Atlanta, Ga. He is also manager and vice-president of the Presbyterian Hospital, a vice-president of the Russell Sage Foundation for Improvement of Social and Living Conditions; and of the American Red Cross Society, and holds high office in more than twenty important corporations and societies. On 12 Nov., 1872, he married, in New York City, Emily Johnston, the eldest daughter of John Taylor Johnston, of New York City, and they are the parents of four children: Johnston, Henry L., Ethel (Mrs. Allen E. Whitman), Frances Emily (Mrs. W. A. W. Stewart).

HALDEMAN, Sarah Alice (Addams), banker, b. in Cedarville, Ill., 5 June, 1853; d. in Chicago, Ill., 19 March, 1915, daughter of John Huey and Sarah (Weber) Addams. Her father was a successful miller and banker in

Northern Illinois, also serving as State senator from 1856 to 1872. He greatly influenced the policy of the State during the Civil War, to which, as his grandfather, Isaac Addams, had done in the Revolutionary War, he equipped and sent a company. Her first American ancestor was Richard Addams, who emigrated to this country from Oxfordshire, England, in 1684, and settled on land which he purchased from William Penn. From him the line of descent is traced through William and Anna (Lane) Addams; Isaac and Barbara (Ruth) Addams; Samuel and Catherine (Huey) Addams, and John and Sarah (Weber) Addams. She received her early education in the village of Cedarville, Ill., where an academy under the direction of Mrs. Jennie Forbes had been established by several of the more progressive families. From this school she went to Rockford Seminary at Rockford, Ill., then designated as the Mount Holyoke of the West, and completed the course there at the age of nineteen. After a year in Europe and the study of art in several American studios, she was married to Dr. Henry Winfield Haldeman in 1875. For several years Dr. Haldeman practiced medicine in Iowa and later when he spent a year in graduate medical work in Philadelphia, Mrs. Haldeman took a course at the Woman's Medical College of that city. She was thus fitted to co-operate with her husband in his medical practice, becoming his anesthetist, helping him in operations and acquiring a wide range of knowledge, for which her kindly instincts often found use in her later life. In 1884, when Dr. Haldeman's health necessitated his retirement from active practice, he and his wife settled in Girard, Kan., where he engaged in banking. Here one daughter was born to them, Anna Marcet Haldeman, who survives her parents. Mrs. Haldeman soon became a vital force in the educational and philanthropic movements of her town and state. Like her sister, Miss Jane Addams, of Hull House, Chicago, she was interested in every enterprise which looked toward social or civic betterment. Her interest was particularly with young people, with whom she had an unusual capacity for friendship and her first organized work for the community was a large and successful boys' club. She was elected president of the Girard Board of Education in 1895 and during her ten years in office had a wide acquaintance among the children of the schools and an intimate knowledge of their needs. For years they and the young people of the town made constant use of her own fine library. But this proving inadequate, she brought together the club women of Girard and organized a Library Association, serving as president of its board from 1899 to 1908, during which time the library, housed in a substantial Carnegie building, became a permanent factor in the intellectual life of the community. Mrs. Haldeman identified herself with the Presbyterian Church, leaving the impress of her strong personality upon its varied activities and for twenty-eight years was treasurer of its board of trustees. Her love for the foreign mission cause found expression in numerous material and spiritual ways and many workers in distant lands were cheered by her unflagging, personal interest. Mrs. Haldeman found in club life an avenue of constant usefulness, both for enthusiastic study and loyal friendships. She early appreciated the value of women's clubs and magnified it. She was a member of the Ladies' Reading Club of Girard for more than twenty years, of the City Federation and State Federation of Women's Clubs. In 1901 she organized the Twentieth Century Club of Girard and a similar club in a neighboring town. She was president of the third district, Kansas Federation of Women's Clubs, 1900-01; was a member of the civic committee of the General Federation of Women's Clubs, 1904-06; was a member of the Topeka (Kan.) Chapter of the D. A. R., and of the State Board of Charities. Mrs. Haldeman made a delightful presiding officer, combining the requisite parliamentary knowledge with an unusual graciousness of manner. She loved to exercise hospitality and had, to a rare degree, the gift of sharing with her friends what she herself enjoyed. Beautiful pictures, fine laces, and basketry were among her enthusiasms and in her occasional exhibitions of the two latter she not only communicated her own careful information and appreciation concerning them, but evoked a real interest in their possibilities. Her hands were seldom idle, and in the homes of many of her friends are examples of her painting, basketry, and needlework. In 1905, at the death of her husband, whose business responsibilities she had long shared, Mrs. Haldeman became actively interested in local banking and in May of that year reorganized the private Bank of Girard into the State Bank of Girard. She was elected its president, an office which no other woman in Kansas had previously held, and served in that capacity until her death. In 1914 the Kansas State Bankers' Association broke a precedent and elected her a vice-president. Mrs. Haldeman was unusual in her grasp of affairs, her executive capacity, and her directness of purpose. This was shown, not only in her successful direction of the bank for more than ten years, but also in the scientific management of a large stock farm in Illinois, which she owned and operated for thirty years. A business man, who spoke of her business career at the memorial service held for her in Girard, said: "You speak of her as a business woman; her business was doing good." Her pastor, on the same occasion, spoke of her horse and phaeton, which was constantly at the service of the sick and lonely as "the chariot of the Lord." Her active, out-reaching love toward all mankind was her supreme possession. A woman of generous proportions and fine nervous energy, Mrs. Haldeman's physical embodiment seemed a fitting abode for the rare spirit within. Her countenance glowed with the joy of living and of hours spent daily in God's out-of-doors, her blue-gray eyes were ever alight with jollity and sympathy and her laugh was as infectious as irresistible—her entire personality was that of a big, joyous soul. Young with the youth which years cannot age, she drew all near her, from every walk of life within the radius of her influence, and held them her devoted friends. The troubled, the vexed, the worried, the afflicted came to her, and, aided by a rare judgment, she gave freely of kindness, of

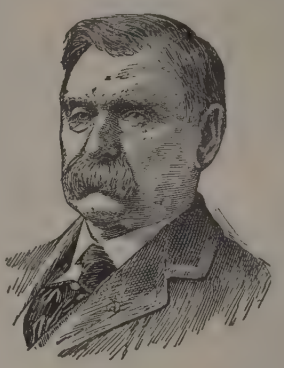
sympathy, and of advice, and, when needed, of financial assistance, possessing such an ability to enter sympathetically into the experiences of others and to give of her own strong, serene spirit that the recipient experienced an uplift that might be likened to a new birth. Perhaps the most characteristic quality of her many-sided loving-heartedness, which impressed itself most strongly upon those around her, was her great charity of judgment toward others, even in situations where bitterness and personal resentment on her part would have been natural and readily excused. She was calmness and poise itself, even amidst the most harassing events. One could only marvel at the self-control which seemed to be the index of a perfect inner harmony. Strength and decision she had, without waste or flurry, and she impressed all who knew her as a person whose soul was at peace with itself.

ADDAMS, Jane, sociologist, b. at Cedarville, Ill., 6 Sept., 1860, daughter of John H. and Sarah (Weber) Addams. She was graduated at Rockford College in 1881, and then entered upon the study of sociology, which she pursued (1883-5) in both Europe and in this country. In 1889, in association with Ellen G. Starr, she founded the famous Hull House, a social settlement center, on South Halsted Street, Chicago, of which she has since been head resident. This institution is unique in its scope, and of immense value in meeting the problems of poverty and ignorance in the heart of the foreign quarter of the city. It provides entertainment and educational facilities for old and young, club rooms for men and women, gymnasiums, a temporary lodging house, a labor bureau, and a penny savings bank. Concerts, lectures, and plays are also provided. The weekly attendance approximates 10,000 persons. The work of Hull House, which is largely supported by private subscriptions, has made Miss Addams one of the most prominent women in America. Her influence has thus been much extended, and she has been enabled to inaugurate several notable movements for social betterment. Her able advocacy of women suffrage and international peace is well known. She is now (1917) chairman of the women's peace party and president of the National Conference on Charities and Correction. Miss Addams has lectured extensively and contributed articles on sociological topics to the periodical press, notably: "The Subjective Necessity for a Social Settlement" and "The Objective Value of a Social Settlement." She is also author of several important books: "Democracy and Social Ethics" (1902); "Newer Ideals of Peace" (1907); "Spirit of Youth and the City Streets" (1909); "Twenty Years at Hull House" (1910); and "A New Conscience and an Ancient Evil" (1912). She has been honored with the degrees of LL.D., from the University of Wisconsin in 1904 and of A.M. from Yale University in 1910.

LADD, George Trumbull, psychologist and educator, b. in Painesville, Ohio, 19 Jan., 1842, son of Silas T. and Elizabeth (Williams) Ladd. He is of Norman ancestry, the first Ladds having gone to England with William the Conqueror. After the Norman Conquest the name variously spelled de Lad, de Lade, Ladde, and Ladd, appears among landowners of Kent and much land in that county still bears their name. Daniel Ladd, who was the first of the name to come to America, took the "Oath of Supremacy and Allegiance to pass to New England in the 'William and Mary,'" 24 March, 1633. He settled first at Ipswich, then removed to Salisbury, thence to Haverhill, and was known as an energetic, enterprising man, who held many positions of trust, and, as the records show, dealt largely in land. From him George T. Ladd traces his lineage through his son, Samuel, who was killed by the Indians in 1698, and his wife, Martha Corliss; their son, Jonathan, and his wife, Susanah Kingsbury; their son, Jesse, and his wife, Rachel Taylor; their son, Jesse, Jr., and his wife, Ruby Brewster, a lineal descendant of Elder William Brewster of the "Mayflower." Through this paternal grandmother he is also a descendant of Governor Bradford, of Connecticut. All four paternal grandparents justified the good pioneer stock from which they sprung by emigrating from Connecticut, in 1810-11, and settling in the Western Reserve. Dr. Ladd was graduated A.B. at the Western Reserve College, in 1864; and received the degree of A.M. from the same institution in 1867. He continued his studies at Andover Theological Seminary, where he was graduated in 1869. In 1879 he was awarded the degree of D.D. by Andover College, and of LL.D. in 1881 by the Western Reserve College. In 1881 his eminent attainments won him the degree of A.M. from Yale College, and in 1896 Princeton University honored him with the degree of LL.D. He began his pastoral service in 1869, in Edinburg, Ohio, where he remained for two years. Following this he was pastor of the Spring Street Congregational Church at Milwaukee, Wis., until 1879, when he was made professor of intellectual and moral philosophy in Bowdoin College. While occupying this position he delivered lectures on church polity in the Andover Seminary, and during the last year of his service lectured to graduate students of the seminary on the subject of systematic theology. In 1881 Dr. Ladd was called to the professorship of philosophy in Yale College, where, in addition to his duties as an instructor, he delivered his lectures on church polity as at Andover. The year 1892 saw the beginning of his distinguished career as a lecturer of international reputation, when he first went to Japan and lectured at Doshisha, and in the summer schools of that country by invitation from the Imperial Educational Society and Imperial University of Tokyo. He was on many occasions lecturer and conducted the graduate seminary in ethics at Harvard University; was lecturer at the University of Bombay, and at Calcutta, Benares, and Madras, India, during the years 1899-1900, and was a delegate to the World's Congress of Psychologists held in Paris in 1900. In 1906 he was lecturer at the Western Reserve University and the State University of Iowa. In 1905 he was made emeritus professor at Yale. In 1907 he returned to Japan, where he lectured at the Imperial universities, colleges, and private institutions, and during this tour was the guest and unofficial advisor of Prince Ito of Korea. He was several times admitted to audience with the Emperor of Japan, once at His Ma-

jesty's special request. Later Dr. Ladd lectured in Honolulu; at the Western Reserve College for Women, and at several other American colleges and universities. In 1900 he was decorated by the Emperor of Japan with the Order of the Rising Sun, third class, and with the second class in 1907. As one of the foremost psychologists of the country Dr. Ladd has written many books and articles along the lines of moral and mental philosophy, as well as many works upon religious subjects. Several of these have been translated into foreign languages, especially Japanese, and printed in raised letters for the blind. He is the author of "Principles of Church Polity" (1882); "Doctrine of Sacred Scriptures" (2 volumes, 1884); "Lotze's Outlines of Philosophy" (translation in six volumes, 1887); "Elements of Physiological Psychology" (1887); "What Is the Bible?" (1888); "Introduction to Philosophy" (1889); "Outlines of Physiological Psychology" (1891); "Primer of Psychology" (1894); "Psychology, Descriptive and Explanatory" (1894); "Philosophy of Knowledge" (1897); "Outlines of Descriptive Psychology" (1898); "Essays on the Higher Education" (1899); "A Theory of Reality" (1899); "Lectures to Teachers on Educational Psychology" (in Japanese only); "Philosophy of Conduct" (1902); "Philosophy of Religion" (1905); "In Korea with Marquis Ito" (1908); "Knowledge, Life, and Reality" (1909); "Raw Days in Japan" (1910); "Elements of Physiological Psychology" (revised and rewritten, 1911); "The Teachers' Practical Philosophy" (1911); "What Can I Know?" (1914); "What Can I Do?" (1915); "What Should I Believe?" (1915); "What May I Hope?" (1915); also many articles in various magazines. After the outbreak of the European War Dr. Ladd wrote many articles on the war for American and English newspapers, also circulated in France and Italy, and, with especial authority, a number of papers on the relations between Japan and the United States, and on the affairs of the Far East. Dr. Ladd is one of the founders of the American Psychological Association, and, at its meeting in New York in 1893, was elected as the second president of the society. He is a gold medalist of the Imperial Educational Society of Japan; a member of the American Philosophical Society; American-Oriental Society; American Naturalists' Society; and of the Society of Psychology and Anthropology. Dr. Ladd married 8 Dec., 1869, Cornelia, daughter of John Tallman of Bellaire, Ohio. On 9 Dec., 1895, he married Frances, daughter of Dr. George T. Stevens, of New York. He is the father of four children: George Tallman, Louis Williams, Jesse Brewster, and Elizabeth Ladd.

VAUGHN, Robert, pioneer, b. in Montgomeryshire, Wales, 5 June, 1836, son of Edward and Elizabeth (Davis) Vaughn. He was the third in a family of six children and had but limited opportunities for an education in his native land. Nevertheless, he became an intelligent and well-informed man, and at the age of twenty years, he showed a great desire to learn English. He went to Liverpool, England, where he secured employment on the estate of the Hon. Benjamin Haywood Jones as gardener. After mastering the English language well enough to express himself fairly well, he took passage on the steamer "Vigo," bound for the United States, reaching New York in October, 1858. He spent the first winter in this country with his brother, who was working on a farm near Rome, N. Y., and there he suffered a severe attack of typhoid fever. In the spring, after he had sufficiently recovered to travel, he went to the home of an uncle in Palmyra, Ohio, and was employed on the farm there for about two years, and next in the coal mines at Youngstown, three years. Tiring of such arduous labors, he visited a brother who was a farmer in McLean County, Ill. On 4 March, 1864, he left Illinois, in company with James Gibb, James Martin, John Jackson, and Sam Demster and wife, destined for the new gold fields in Idaho, their mode of travel being four horses and a farm wagon. The greater portion of Illinois and Iowa through which they passed was then very thinly settled. Council Bluffs was a small frontier settlement, and Omaha had scarcely 1,200 population. At Omaha they met a train of sixty wagons to cross the plains, with an average of four men to the wagon. Their trail was on the north side of the North Platte River as far as Fort Laramie, following most of the way the surveyors' stakes on the line of the Union Pacific Railway. On the route they met many Indians of the Pawnee tribe, who were friendly to the whites. At Laramie they camped three days to recruit their stock and make arrangements for completing their long journey. There they met the noted frontiersman, Bozeman, the founder of the Montana city of that name. He sought to organize a train of one hundred wagons to take a cut-off route east of the Wind River Mountains, but Mr. Vaughn and party had already joined Joe Knight's train, which was to skirt these mountains on the west. Knight was a famous scout, versed in the language of every Indian tribe from the Platte to the Saskatchewan, and was both feared and respected by all of them. He was a brave and true man, whose tact and courage on more than one occasion resulted in avoidance of trouble with the hostile Sioux, Cheyennes, and Crows. After many hardships and dangers, the party arrived at Alder Gulch, June, 1864. At that time no one had the least idea of establishing a home in Montana, as all sought for gold and nothing else. Nearly everyone had made up his mind as to the amount he wanted, after obtaining which he would return to the States to enjoy it. Many made fortunes and carried out precisely their program, but the great majority was not so fortunate. Among the latter was Mr. Vaughn. Being an observing man, he

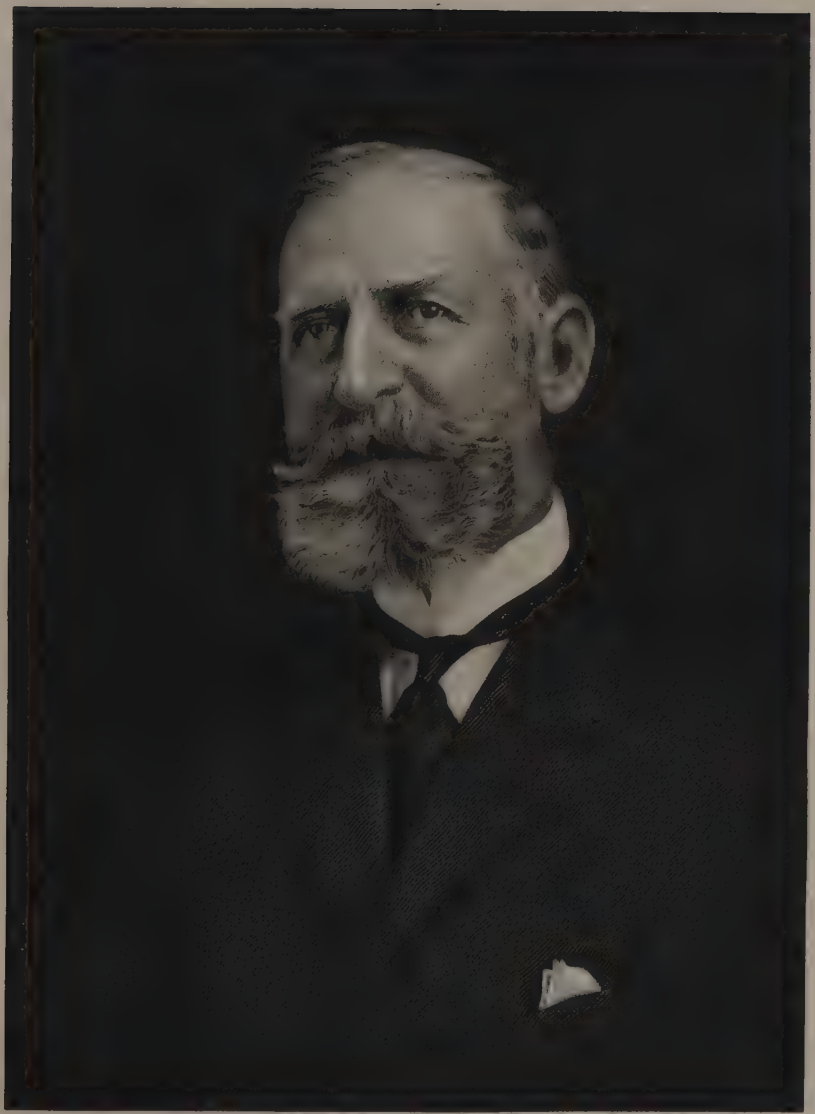


had noticed, with others, that the miners' ponies and oxen fattened readily on the native grasses and would live on it even during the winter, without care or shelter; that the meat of the deer, elk, and buffalo was in prime condition even in the dead of winter; that experiments on a small scale in raising vegetables and grain in the valleys were highly successful, and that the climate of the country gave health and vigor to both man and beast. In the light of these observations he concluded that Montana was a country good enough for him to live in, and he has never since changed his mind. Accordingly, in the early years he engaged in the live-stock business, selling meat to miners. In 1869 he located a farm and stock ranch in Sun River Valley, twelve miles above the present city of Great Falls, and near the town of Vaughn, which is named in his honor. That he was a pioneer in Northern Montana is shown by the fact that this tract of land was the first in that region to be entered at the U. S. land office. He was also the first in that region to give attention to the raising of high-bred horses and cattle. At each State fair his stalls were always an attraction, and usually he had one or two winners on the race course. He resided on this farm for twenty years, and in 1890 sold it for $45,000 to Capt. Thomas Couch. He then took up his residence in Great Falls. From the beginning of the enterprise by Paris Gibson, of building a town at the falls of the Missouri River, Mr. Vaughn was an enthusiast as to the future of the place. From the very start he was one of Mr. Gibson's trusted counselors and abettors, showing his faith by deeds as well as words. Accordingly he became one of the earliest investors in Great Falls property, and he is today the sole owner of a splendid block which he has had erected in the heart of the city. His faith in the city's future has never faltered, and he is an enterprising, progressive citizen, contributing even more than his share to promote every undertaking for the public good. He was once elected county commissioner though he never sought public office. Mr. Vaughn is the author of many poems and a book entitled "Then and Now, or Thirty-Six Years in the Rockies," published in 1900. Among his poems are: "To Montana Pioneers" (1909); "Lewis and Clark's Trail" (1905); "The Defeated Chieftains, after the Indian War of 1876-77" (1906); "The Unknown Dead Pioneer" (1900); "Montana's Early Days' Stage Drivers" (1911); "To Charles M. Russell (The Artist)" (1911); "Spare the Pioneer Tree" (1911); "The Pauper's Grave" (1903); "The Five Patriots" (1904); "In Memory of the Departed Brothers" (1903); "My Country Home" (1907); "The Lost Pet" (1902); "To a Blind Friend" (1913); "The Baby's Good Night" (1890); "Capital and Labor" (1912); "Queen of the West" (1911); "The Orphan Child's Thanksgiving" (1900); "On the Birth of a Baby Boy"; "On the Birth of a Baby Girl"; "My Seventy-seventh Birthday" (1913); "Which One is the Greatest Benefactor?" (1913); "Love your Fellowman" (1910). On 25 Aug., 1886, he married Elizabeth, daughter of Matthew and Jane Donahue, of Toronto, Can., who died on 13 Jan., 1888. A daughter was born on the first day of the same month, and named Arvonia Elizabeth. During his great grief, he addressed a loving and fatherly letter to his little infant daughter, giving her the story of her birth and the death of her mother. This daughter married H. M. Sprague.

CONRIED, Heinrich, actor and theatrical manager, b. in Beilitz, Austria, 13 Sept., 1855; d. in Meran, Austrian Tyrol, 27 April, 1909, son of Joseph and Bertha Conried. He attended the *Oberrealschule* at Vienna and learned the weaver's trade, but a determination to follow a stage career soon led him to abandon it. He first appeared as an actor at the *Hoftheater* in Vienna in 1873, and thereafter rapidly advanced in the profession. Coming to America in 1878, he became stage manager in the Germania Theater, New York. He also appeared in character parts, and made a tour of the German theaters throughout the United States. Successively he became identified with the Casino in New York and the Conried Opera Company, which toured, with success, through many large cities. In 1892 he became manager of the Irving Place Theater in New York, and there inaugurated a series of dramatic performances on a high artistic plane, and along the lines of the great German playhouses. He introduced as "guests" such actors as Kainz, Sonnenthal, Possart, and Agnes Sorna; staged most of the great German classics, including Schiller's "Wallenstein" and Goethe's "Faust," as well as a number of successful novelties. His fame as a manager of high artistic ideals was widespread, and when, in 1903, Maurice Grau retired from the management of the Metropolitan Opera House, there was a real public demand, voiced in the leading metropolitan newspapers, for his services as Grau's successor. Accordingly, he took the reins in the season of 1903-04, and at once introduced a new order of things. German opera, especially Wagner, once more came into its own, his greatest triumph being the first performance of "Parsifal," outside of Bayreuth, accomplished against the wishes of, and after a legal contest with, Frau Cosima Wagner. Under his direction, also, "Die Meistersinger" received a new and magnificent staging, as well as the entire "Ring des Nibelungen" cycle. Humperdinck's "Hänsel and Gretel," Gounod's "Queen of Sheba," Weber's "Freischütz," and Beethoven's "Fidelio" were revived, and Puccini's "Madam Butterfly" and Richard Strauss' "Salome" had their first American productions. Mr. Conried gave special attention to the orchestra, which under the leadership of such men as Felix Mottl, Gustav Mahler, and Alfred Hertz, attained to a high degree of artistic perfection, and to magnificent and realistic stage settings and lighting effects Mr. Conried introduced to the American public such singers as Lina Cavalieri, Geraldine Farrar, Olive Fremstad, Edyth Walker, Aloys Burgstaller, Carl Burriam, Enrico Caruso, and Otto Goritz, and gave an opportunity to many young American artists to enter upon an operatic career. Among the latter was Marie Rappold, until then an unknown singer in a Brooklyn church. He was also instrumental in establishing the Metropolitan Opera School, in furtherance of his plan to develop American talent. Ultimately, his work, though deeply appreciated by the general public, was

hampered by lack of sympathy on the part of the directors. The performance of "Salome," for example, he was enjoined from repeating, because of moral objections, which meant a great financial loss. His health gave way under the continuous strain, and he resigned his post, 1 May, 1908, soon afterward leaving for Europe in an unsuccessful attempt to recuperate. After his death a great tribute was paid to Mr. Conried in the form of funeral services in the Metropolitan Opera House. During his career as a dramatic manager he lectured on the drama at Columbia, Yale, and the University of Pennsylvania, and at Harvard he produced Goethe's "Iphigenie," for the benefit of the Germanic Museum. He received decorations from the emperors of Germany and Austria. Mr. Conried married in 1884, Gusta Spurling, of New York, and had one son.

SHEVLIN, Thomas Henry, lumberman, b. in Albany, N. Y., 3 Jan., 1852; d. in Pasadena, Cal., 15 Jan., 1912, son of John and Matilda (Leonard) Shevlin, both of Irish descent. He was educated in the public schools of his native city, and at the age of fifteen began his active career in the employ of John McGraw and Company, lumber dealers of Albany. During the next twelve years he continued with this firm, rising by repeated promotions, until he became manager of their branches located at Tonawanda, N. Y., and at Bay City, Mich. Although his firm was an important one, having wide connections, and doing an immense business in lumber—thus affording a young man the best possible training in the details of this important industry—Mr. Shevlin's ambitions contemplated nothing less than to become his own master, and a participator in the vast lumbering activities of the Middle West. Accordingly, in 1879, he removed to Chicago, Ill., and entered the employ of T. W. Harvey, as superintendent of his extensive lumber interests at Muskegon, Mich. This was the real beginning of his memorable career as one of the lumber kings of the West, since, within a year, he resigned from the employ of Mr. Harvey, and formed a partnership with Stephen C. Hall in the business of purchasing logs, lumber, and timber lands. Their success was marked from the start, and within two years the firm was succeeded by the corporation, known as the Stephen C. Hall Lumber Company, of which Mr. Shevlin was made treasurer and general manager. In the following two years, Mr. Shevlin conducted immense operations in the white pine timber lands of Minnesota, which led to the incorporation in 1884 of the North Star Lumber Company of Minneapolis, whose business was the manufacture of lumber. He removed to Minneapolis in 1886, and, with Mr. Hall and Patrick A. Ducey, formed the Hall and Ducey Lumber Company. Upon the withdrawal of Mr. Ducey in 1887, the style was changed to the Hall and Shevlin Lumber Company, which soon after began the erection of the largest sawmill in Minneapolis, later acquired by the Shevlin-Carpenter Company. After the death of Mr. Hall in 1889 Mr. Shevlin continued the business until 1892, when Elbert L. Carpenter purchased an interest, and the style became changed to Shevlin-Carpenter Company, with Mr. Shevlin as president. This firm rapidly increased in activity and importance, and still continues in business. In the meantime, however, Mr. Shevlin's unfailing energy and enterprise led him into business activities and associations in other important lumber regions. In 1895, in association with John Neils, of Sauk Rapids, Minn., he formed the J. Neils Lumber Company, which built a sawmill at Sauk Rapids, having an annual output capacity of 15,000,000 feet of sawn timber. In 1900 this firm completed a band "re-saw" mill at Cass Lake, since enlarged by the addition of a modern gang-saw, by which the annual output capacity of the firm's mills have reached the immense total of 50,000,000 feet of sawn timber. But even this impressive bulk of business could not occupy Mr. Shevlin's entire attention, nor satisfy his irrepressible enterprise. About one year after forming his association with Mr. Neils, in 1896 in fact, he figured as an organizer of the great St. Hilaire Lumber Company, in association with Frank P. Hixon, of La Crosse, Wis., owners of an extensive timber grant in the Red Lake Indian reservation. This concern immediately erected a sawmill, which now has an annual output capacity of 40,000,000 feet of sawn timber on the Clearwater River. In 1897, this firm, in association with Hovey C. Clarke, purchased the plant and timber holdings of the Red River Lumber Company of Crookston, Minn., and organized the Crookston Lumber Company, with Mr. Shevlin as president. The mill purchased at this time also had an output capacity of 40,000,000 feet of sawn timber, which was continued in operation until 1902, when the two companies were consolidated, with Mr. Shevlin as president of the combination, and erected a mill at Bemidji, Minn., with an annual output capacity of 70,000,000 feet of sawn timber. The company also built a twelve-mile logging spur extending into their timber region to the east of Red Lake and connecting with the Minnesota and International Railway at Hovey Junction, thus opening up by direct rail transportation facilities a broad region previously accessible only by primitive conveyances. Two years later, in 1905, they built another railroad line, twenty-five miles in length, from Wilton, Minn., to Island Lake, thus opening up a still more extensive lumbering region. The total estimated holdings of the Crookston Company in Minnesota and Wisconsin now equal about 400,000,000 feet of stumpage, which, at the present rate of felling and manufacture, represents a possibility of operations for many years in the future. With his associates in the Crookston Company, Mr. Shevlin, in 1903, organized the Shevlin-Clarke Company of Ontario, which acquired from the Canadian government, timber grants aggregating 300,000,000 feet of pine stumpage, and, in the same year, in association with Elbert L. Carpenter, and others, organized the Rainy River Lumber Company, under another large grant from the Dominion. This latter company erected at Rainy River, Ontario, a mill, which, at the date of its completion, was nearly the largest and best equipped of its kind in the world, having an annual output capacity of 70,000,000 feet. Mr. Shevlin was also an organizer, and principal owner of the Shevlin-Mathieu Lumber



T. N. Sherwin

Company, founded in 1906 at Beaudette, Minn., on the International border, for which another large mill was built. In addition to these immense holdings in the Northern States and Canada, Mr. Shevlin was organizer and principal owner of the Winn Parish Lumber Company of Pyburn, La., which owns white pine timber lands carrying nearly 1,000,000,000 feet of stumpage, and was a large shareholder in a lumber company in British Columbia, which owns immense land grants from the Dominion government. As estimated a few years before his death, the aggregate annual output of the various mills controlled and operated by his companies was close to 300,000,000 feet. The details of the immense enterprises founded and managed by Mr. Shevlin were all arranged by him, and brought to successful operation through his splendid organizing ability and keen sense of values, both human and commercial. It might be said of him, as of many another who has achieved conspicuous success, that he was "fortunate in his associates," but, behind and beneath any such statement, must be recognized the fact that, to have such good associates, one must be an excellent judge of human nature, also a person able to win and keep the allegiance and co-operation of efficient people. In addition to the vast lumber interests founded and managed by him, Mr. Shevlin was a large stockholder and director in the Security National Bank of Minneapolis; president of the Iron Range Electric Telephone Company, and numerous other large and important business enterprises. He was vice-president of the Minnesota State Fair in 1901, and represented Minneapolis on its board of managers. Politically he was an active and conspicuous figure, having been a member of the Republican National Committee for many years, and an earnest worker in every campaign, State and national. Like other men of large activities and conspicuous success, he was a generous supporter of philanthropic activities, ever willing to respond to the call of really deserving need. Unlike many others, however, he made no public display of his well-doing, nor allowed his charities to increase his reputation. In 1908 he donated a handsome building, Alice Shevlin Hall, to the University of Minnesota, for the use of the women students of the institution, and in the following year endowed five scholarships with a capital of $10,000 each for the assistance of needy students. Mr. Shevlin was a member of the Union League Clubs of New York and Chicago, of the Minneapolis Club of Minneapolis, of the Minnesota Club of St. Paul, of the Manitoba Club of Winnipeg, and others. He was married 8 Sept., 1882, to Alice A. Hall, daughter of his partner, Stephen C. Hall. They had one son, Thomas Leonard Shevlin, and two daughters, Florence, wife of David D. Tenney, and Helen, wife of George C. Beckwith.

PAXSON, Samuel Edgar, artist, b. in Orchard Park, East Hamburg, N. Y., April 25, 1852. He is the son of William Hambleton and Christina (Hambleton) Paxson, of Buffalo, N. Y. His original American ancestors, of English, Scotch-Irish, and German extractions, were among the settlers who located near the present site of Philadelphia, Pa., in 1632. It is said that a maternal great-aunt assisted Betsy Ross in making the first American flag, and herself sewed the first star upon its field. The father served with the Seventy-sixth New York Regiment at Harrisburg at the time of the Confederate invasion of Pennsylvania, during the Civil War. Mr. Paxson was educated in the public school of his native town, attending classes in the log schoolhouse until he was twelve. Thence he went for one year to the Friends' Institute in East Hamburg, N. Y., after which he worked until he was twenty at a bench in his father's carriage shop, learning the trade of carriage-maker, ending his term of service there with a season in the paint shop. During this period he was continually sketching and painting, inspired by the mere love of the art. The only lessons he had ever had were those in simple drawing given him by his teacher in the log schoolhouse. In 1872 Mr. Paxson, inspired by the same spirit of adventure that animated so many of the young men of his time and locality, went West and came to Saginaw, Mich., which was then only a lumber camp in the wilderness. Here he worked at his trade at intervals and hunted big game and fished, a sport to which he has been keenly addicted ever since. Two years later he returned East and came to New York on a visit to his native town. Here he married Miss Laura M. Johnson and attempted to settle down to a quiet domestic life, making a living at sign-painting, but occasionally sketching, in oil colors, scenes of Western life. The fever of adventure, however, could not be quenched; so, leaving his wife with her mother, he went West again, finally reaching Wyoming where, for a while, he devoted himself entirely to his favorite sports of hunting and fishing. At about that time, in 1877, the Nez Percé War broke out, and on account of his familiarity with the country Mr. Paxson was employed as a scout by the settlers, to warn them against possible raids by the Indians. Chief Joseph and his braves were then hovering in the vicinity, and scouting parties were constantly on the lookout for unexpected visits from this wily old hostile. Mr. Paxson was personally acquainted with Joseph and one of his most noted works is a water-color portrait of him, sketched from his last photograph taken in exile and sent to the artist by Joseph himself. It was not long afterward, in the same year, when Mr. Paxson arrived in Deer Lodge, Mont., where he found employment after his taste in painting and decorating the new church. Since then he has become a continuous resident of Montana, residing for twenty-six years (1880-1906) at Butte, and since then at Missoula, and has come to regard himself as virtually a native son of the State, in which he has met with his professional success. In the spring of the following year he rented a house and sent East for his wife and his little son, Loren Custer Paxson, who joined him soon after. At this time theatrical companies began arriving in Montana and theaters were built in all the towns around. By this time, too, Mr. Paxson's talent as a painter had become known and he was in constant demand by the managers of local theaters to paint the scenery. He also painted and decorated the

first opera house in Butte, and worked there for ten years while that playhouse was under the management of the veteran actor, John Maguire. He had his studio in the theater, where he painted stock sets for traveling troupes, many of the companies being headed by actors and actresses now famous to the whole American public. He painted two pieces for Joseph Jefferson in "Rip Van Winkle," and they were carried away and used in other places by that famous actor. It was at this time that he began to plan what is undoubtedly his masterpiece—a 7 x 10 canvas, entitled "Custer's Last Fight," which was not finished until 1899. He was on the field shortly after the fight and several times he visited the scene of that famous battle and studied its topography from every angle, often being accompanied by Indians who had participated in it and were able to explain to him every detail of the fight. This painting was for nine years on exhibition in the principal cities of the East, including Washington, D. C., where it was endorsed by army officers as a true representation of the battle, and by the general public as a realistic and spirited work. It now hangs in the Montana State University, but a movement is on foot to purchase it for the State, and to hang it in the capitol building. With this success, Mr. Paxson found it possible to give less time to scene painting and to devote himself more and more to his pictures. There were not many artists who knew the West in those days as he did and his paintings, the subjects of which were always of the life around him, found a ready market. Aside from the genuine talent obvious in his work, even foreign critics recognized it, as native art of the Great West, a field which had not as yet been exploited by even American painters. For ten years Mr. Paxson had served as a private and lieutenant in the First Regiment of the Montana National Guard. Consequently, when the Spanish-American War broke out he was with the first Montana infantry, U. S. Volunteers, which was sent to the Philippines. He attained the rank of first lieutenant, but, after eight months of active service, his health failed and he was invalided home. Later he was awarded a silver medal for his services as a soldier. It was after this that he really began devoting himself in earnest and exclusively to his art. His first exhibition of note was at the Louisiana Purchase Exposition, at St. Louis, in 1904, where French and German artists were generous admirers of his pictures. Several of the canvases exhibited here were sold and brought substantial prices. In 1905 the State legislature of Montana passed a vote of appreciation for his work and display at the Lewis and Clark Exposition, held in the same year at Portland, Ore. Since then he has been represented in various European exhibitions of paintings, notably in London. While Mr. Paxson's talent has won him general recognition all over the country and abroad as well, it is in his home State, Montana, that he is most appreciated, not only as a painter, but as one of her early pioneers, who has made his way by his own native genius and by hard work. The younger generation, especially, the young men who have been born and bred in Montana, have come to regard his career as an example of the success that may be attained in their State in a field nowhere notable for its money prizes. Recently Mr. Paxson has taken up book illustrating. His latest work of this kind is "Custer's Hill," an illustration of a volume on early pioneer history by the Rev. E. J. Stanley. Another of his illustrations may be found in "Wonderland," a book on Yellowstone Park. Mr. Paxson was vice-president of the National Society of Artists, and he is also a member of the Society of Illustrators and Artists of Philadelphia and New York. His notable works, aside from "Custer's Last Fight," are: "The Tide of Emigration" (1901); "Jumping the Wagon Train" (1901); "Saje-wea" (1902); "El Telegrafo" (1904); "Mission Falls" (1913). He has also done eight murals for the Missoula County Court House (1914) and six murals for the Montana capitol building (1902). Mr. Paxson is a member of the Society of Montana Pioneers; of the Yellowstone Pioneers; of the Veterans of the Spanish War; of the Sons of Veterans; of the Army and Navy Union, also of the Elks and the Odd Fellows.

BITTER, Karl Theodore Francis, sculptor, b. in Vienna, Austria, 6 Dec., 1867; d. in New York City, 9 April, 1915, son of Carl and Henrietta (Reitter) Bitter. After attending the gymnasium in his native city, where he was taught Latin and Greek, he entered the Vienna Academy of Fine Arts, interested himself in liberal politics, and was finally expelled from the academy because of speeches objectionable to the authorities. When serving his time in the army he was persecuted by a lieutenant, and, finally, to escape persecution, deserted and fled to Halle, Germany, where he entered the studio of Kaffsack, the German sculptor. The Austrian government moved to seize young Bitter, but he learned of the proceedings and fled to America. He arrived in New York in 1889, applied for citizenship, and set to work as an assistant with a firm of house decorators. Here he worked with an earnestness and enthusiasm that attracted attention. While employed with this firm he competed for the Astor memorial bronze gates of Trinity Church and won. The best men in the country competed, and Mr. Bitter was but twenty-one years of age at the time. The work gave him sufficient capital to build and establish a small studio in Thirteenth Street, New York. It was about this time that he received an introduction to Richard Morris Hunt, an architect, who instantly took a liking to the young sculptor and his work. He was commissioned to make the sculptural decorations for the principal building at the Chicago World's Fair, the Administration Building, of which Mr. Hunt was the architect, and the Liberal Arts Building. Mr. Bitter was a believer in the union of architecture and sculpture; and for his work he won a medal that was well merited. Many commissions followed, of which those for George W. Vanderbilt's palatial residence at Biltmore, N. C., were perhaps the most important. In the banquet hall of this house is contained a carved English oak frieze, forty-five feet long, representing the Contest of the Minstrels. In the same hall, over the fireplace, there is another frieze in stone, representing the Return

from the Chase. Besides these, there is also in this house the heroic statue of St. Louis and Jeanne d'Arc in stone, and a fountain group in bronze, representing Boy Stealing Geese, for the palm-garden. Mr. Bitter exhibited in public whenever he found an opportunity, and received recognition from the artistic profession by being elected a member of the National Sculpture Society, the National Academy, and the Society of American Artists. Thus his art progressed and developed. The beautiful pulpit and choir-rail in stone, made for All Angels' Church, in New York, is but one of the many instances of his versatility. When the Pan-American authorities applied to the National Sculpture Society for a director of their department of sculpture, Mr. Bitter was unanimously elected to fill that position. It was a high tribute to his art when the authorities, upon seeing his plans for the general scheme of decoration, increased the appropriation for this purpose from $30,000 to $250,000, which sum kept about thirty-five artists and more than 100 assistants busy for more than one year. At the Pan-American Exposition, though the great part played by Mr. Bitter as director naturally overshadowed the work of his own hand, no one who attended the exposition will forget his two spirited, colossal, equestrian statues that surmounted the bridge piers. In recognition of his labors as director of sculpture, he was awarded a special gold medal. His success with the Pan-American Exposition prompted the management of the St. Louis Exposition to obtain his services as director of sculpture, which added new laurels to his already considerable fame. He completed the cycle of his larger opportunities in his decoration of exposition buildings by serving as chief of the department of sculpture for the Panama Pacific Exposition at San Francisco. Another work which he finished in 1911 was the model of the figure of Henry Hudson, which was planned for the Hudson Monument on Spuyten Duyvil Hill. Mr. Bitter believed that sculpture should express the highest ideals of personal and national life; that the artist must be honest and uncompromising in his work, which should always aim to come as close to life as possible without being photographic. One needs but look at his monument to Chancellor Pepper, made for the University of Pennsylvania, to realize how true this is of his own work. Among other famous sculptures by his hand are the decorations for the Pennsylvania Railroad's Broad Street Station, in Philadelphia; the three colossal caryatids in stone, representing the white, the negro, and the Malay races, executed for the St. Paul Building, New York; an epic in bronze of that champion of liberty, Carl Schurz; the statue of Thomas Jefferson, at the University of Virginia; the Rockefeller Fountain at Pocantico Hills, N. Y.; the John G. Kasson memorial at Ithaca, N. Y.; the Thomas Prehn mausoleum in Passaic, N. J.; the Thomas Loury memorial, Minneapolis, Minn.; the memorial to Henry Villard over his grave in Sleepy Hollow Cemetery; the pediment and group at the State Capitol, Madison, Wis.; and the statue to Andrew D. White at Cornell University. Mr. Bitter held that art should interpret the spirit of an age rather than record the whims and vagaries of the moment, which result in pettiness. As an artist he fought steadily for freedom, for self-expression, and for high ideals. There is scarcely a city in the land but is adorned by the rhythmic strength of Mr. Bitter's sculpture. Among the awards won by Mr. Bitter were the silver medal of the Paris Exposition, 1900; the gold medal of the Pan-American Exposition at Buffalo, N. Y., 1901; a gold medal at Philadelphia, Pa., 1902; and the gold medal at the St. Louis Exposition, 1904. He was a member of the National Institute of Arts and Sciences, vice-president (1906-08 and 1914-15); the National Academy, Players' Club, Century Club, and vice-president of the Architectural League in 1904-06 and 1909-11, and member of the Art Commission, New York, from 1912-15. His useful career came to a sudden ending on 9 April, 1915, as the result of injuries received when he and his wife were struck by an automobile after leaving the Metropolitan Opera House. Mrs. Bitter owes her life to her husband, whose quick thought and courageous action threw her sidewise from the oncoming automobile. On 30 June, 1901, he married Marie A., daughter of Ferdinand A. Sherrill, of Cincinnati, Ohio. They had three children: Francis T. R. Bitter, Mariette C. E. Bitter and John F. Bitter.

BRANDEIS, Louis Dembitz, associate justice of U. S. Supreme Court, b. in Louisville, Ky., 13 Nov., 1856, son of Adolph and Fredericka (Dembitz) Brandeis. He began his education in the public schools of his native city, and continued his studies at the Annen Realschule, in Dresden, which he attended from 1873 to 1875. He then entered the law school of Harvard University, where he was graduated LL.B. with the class of 1877. After another year of study he began practice in St. Louis, Mo., but in July, 1879, removed to Boston, where he formed a partnership with his classmate, Samuel D. Warren, under the firm style of Warren and Brandeis, which continued until 1897, when the firm was reorganized as Brandeis, Dunbar and Nutter. This style continued until Mr. Brandeis' confirmation as Supreme Court justice in 1916. Mr. Brandeis first attained local prominence in public affairs in the extensive investigations of the public institutions of Boston, which occupied most of the year 1894. From 1896 to 1902 he was engaged in the struggle which resulted in establishing Boston's municipal subway system. In 1903 he entered upon the great Boston gas controversy. For many years previously the Boston gas situation had been in constant turmoil, in which various financiers and speculators and some legislators had been concerned. Investors in the securities of the Boston gas companies had lost much money, and some of them felt that they had been robbed. Consumers were paying from $1.00 to $1.20 per thousand feet for gas and there was a strong feeling on the part of the general public that it was being robbed. There had been several legislative investigations, one of which, that in 1900, resolved itself into a most interesting and picturesque situation, recounted by Mr. Lawson in preliminary chapters of the work which later gained so wide a reading under the title "Frenzied Finance." But none of these investigations

had had any tangible result, and certainly no relief was afforded the consumers of gas. At last, in 1903, an application was made to the legislature to consolidate the several gas companies, which had previously been acting in combination. Mr. Brandeis had, meanwhile, been active in organizing the Public Franchise League which now, under his leadership, took a prominent part in the controversy, and eventually forced a solution of the problem by its powerful influence. It was as leader of this organization, representing the public interests, that Mr. Brandeis first developed and expounded his theories of efficiency and economy in industrial enterprises which were, some years later, to play so prominent a part in the railroad situation. Public sentiment had been strongly sweeping toward municipal ownership, but the final solution, based on Mr. Brandeis' theories, was the sliding-scale gas system which has since proved satisfactory to all parties concerned. In this same way, as leader of the Public Franchise League, and in the interests of the public, he also took the most prominent part in preserving the Boston municipal subway system, which had also been a warm topic for argument. It was not until 1910, however, that Mr. Brandeis began to assume the proportions of a national importance. The Ballinger investigation was then in full stride. Although Mr. Brandeis was nominally the counsel for Glavis, the discharged special agent of the government, who charged that the Secretary of the Interior, Ballinger, had favored large corporate interests in the disposal of the Alaskan coal lands, it was soon apparent that he here played the same rôle as he had played in the Boston gas situation; as the representative of the public. How bitter waxed the controversy may be judged from the phraseology employed in editorial attacks on Mr. Brandeis. "He occurs," wrote one editorial critic, "to us as a mere specimen of consecrated mugwumpery, possessed by a scorn of legal limitations and devoted to the deep damnation of those who do not happen to agree with him." But in spite of such attacks, the newspaper readers of the country continued intensely interested in the facts being brought forth by Mr. Brandeis. With never the least show of heat, he continued his probe, and his mind had a question ready to meet any attempted evasion from a hostile witness, and a silencing answer for any retort or innuendo by opposing counsel or senators, until even those who had acquitted Secretary Ballinger of any intentional wrongdoing had to deplore the manner in which the Administration met the charges. From that time dated the beginning of the "problem of conservation" as a political issue in national campaigns, and as a topic for discussion and editorial comment. Since then the legal cases with which Mr. Brandeis has been connected have all been of national scope and popular interest. In 1911 he represented the shippers in the advanced freight rate investigation before the Interstate Commerce Commission. Two years later he was special counsel of the Interstate Commerce Commission in the second advance freight rate case. He has also represented the people in the proceedings involving the constitutionality of the Oregon and Illinois women's ten-hour laws, the California eight-hour law, the Ohio nine-hour law, and the Oregon minimum wage law. He probably attracted most attention, however, in the fight, covering the whole of this period, to restrain the New York, New Haven and Hartford Railroad from acquiring a monopoly of transportation in the New England States. In his various cases against the railroads Mr. Brandeis had been maintaining that the waste through inefficient methods was causing a loss of nearly $300,000,000 a year. Railroad presidents who heard the testimony which Mr. Brandeis presented in behalf of this contention were almost unanimous in their assertion that the further application of efficiency methods in the business of railroading to the saving of anything approaching the amount specified was a wild dream. The committee of presidents of some of the Western lines, however, showed themselves sufficiently impressed to send Mr. Brandeis a telegram to the effect that if he could point out how the railroads could save any substantial part of the million dollars a day which they were alleged to be losing through wasteful methods, they would be glad to give him instant employment at his own figures. Mr. Brandeis replied by offering to meet them in conference at which he promised to point out how scientific management could effect such a vast saving. "I must decline," he continued, "to accept any salary from the railroads for the same reason that I have declined compensation from the shipping organizations that I represent; namely, that the burden of increased rates, while primarily affecting the Eastern manufacturers and merchants, will ultimately be borne in a large part by the consumer through increasing the cost of living, mainly of those least able to bear the added burdens. I desire that any aid I can render in preventing such added burdens shall be unpaid services." In those few lines is couched the economic philosophy which has been the guiding factor in all of Mr. Brandeis' public activities for the past twenty years and which he has been the first to expound in this country, or at least the first to make it heard. And this theory is that in every adjustment of interests between the various groups of capital, the ultimate consumer is directly involved, be it between the shippers and the railroads, or between manufacturers and merchants. He presented a full exposition of this theory in a series of articles during the early part of 1914, which were published in "Harper's Weekly." One of the solutions he proposed in these articles was that the American consumers should follow the example of the Europeans, especially of the British, in establishing in this country the Rochdale system of co-operation, wherein the consumers, organized through their local co-operative societies, federate and own and operate their own industries, within the limits of food supply at least, a sort of voluntary socialism which has met with a tremendous measure of success in all European countries, and which has made astonishing strides during the past few years. The effort to get at the facts in many public matters, and to set them forth in their proper relationship, has been to Mr. Brandeis almost a form of recreation. From the time that he first came into prominence in Boston there

Frank W. Eddy.

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President Wilson selected Mr. Brandeis to be associate justice of the U. S. Supreme Court, to succeed the late Justice Lamar. The nomination brought forth a great deal of discussion on account of Mr. Brandeis' alleged racial tendencies, the contention by certain parties being that he possessed too much the qualities of an "agitator" to be a member of so impartial and judicial a body as the U. S. Supreme Court should be. But, in spite of the opposition, the nomination was finally approved by the Senate. Aside from his interests in economic and industrial problems Mr. Brandeis, who is of Jewish extraction, has also been active in the Zionist movement, and has been chairman of the provisional commission for general Zionist affairs (1914-15). On 23 March, 1891, Mr. Brandeis married Alice Goldmark, of New York City.

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of that day a pattern of gentlemanly sportsmanship. He continued as president until he absolutely refused to serve as such any longer. When the new Detroit Athletic Club was organized to supplant the older organization, Mr. Eddy became one of its directors and continued as such until the time of his death.

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fought so valiantly against the Paynim in the Crusades that their names are still reverently preserved in the historical records of old Flanders. Always the Goethals men have to do big things.
Goethals, the builder of the Panama Canal, is

has hardly been a year or a month in which he has not been connected with some public movement. Indeed, during the past twenty years, leadership in one matter of public concern or another has been absolutely continuous. This has given him a versatility which constitutes, in a considerable measure, his power. It has led him, without tiring, through a multitude of subjects, to any one of which many an able man would devote his whole lifetime. Coupled with this he possesses a certain analytical ability and a practical sense, which is, perhaps, the rarest element in such a combination. It has enabled him to select here and there for attention such factors as appeared vital, to examine these, and come to know them, without wasting time on inconsequentials, or upon that detail which, however necessary for the daily operation of a given number of industrial units, affects the fundamental relationships and the basic principles, only as cumulative testimony affects the proof in a case at law. On 28 Jan., 1916, President Wilson selected Mr. Brandeis to be associate justice of the U. S. Supreme Court, to succeed the late Justice Lamar. The nomination brought forth a great deal of discussion on account of Mr. Brandeis' alleged racial tendencies, the contention by certain parties being that he possessed too much the qualities of an "agitator" to be a member of so impartial and judicial a body as the U. S. Supreme Court should be. But, in spite of the opposition, the nomination was finally approved by the Senate. Aside from his interests in economic and industrial problems, Mr. Brandeis, who is of Jewish extraction, has also been active in the Zionist movement, and has been chairman of the provisional commission for general Zionist affairs (1914-15). On 23 March, 1891, Mr. Brandeis married Alice Goldmark, of New York City.

EDDY, Frank Woodman, merchant and manufacturer, b. Warsaw, N. Y., 29 July, 1851; d. Detroit, Mich., 12 June, 1914, son of the Rev. Zackary and Malvina R. (Cochran) Eddy. His earliest American paternal ancestor was Samuel Eddy, or Eddye, who came to this country from England, in 1630, and settled among the "Pilgrims," at Plymouth. As a boy, Mr. Eddy attended the public schools of Northampton, Mass., after which his father, deciding on a professional career for his son, sent him to the Polytechnic Institute at Brookline, Mass., and, later, to Williams College. But already before he had concluded his collegiate training Mr. Eddy had decided for himself that he would prefer the life of a business man. Having concluded his studies at college, he took a position with a mercantile firm in New York City, Whitford and Sprague, wholesale hardware dealers. In 1873 he went out to Sacramento, Cal., where he took a position in the same line of business, remaining there for two years. Then, in 1875, he went to Detroit, Mich., to join his father, who had located there. His first business connection there, made in the following year, was with the firm of H. D. Edwards and Company, dealers in rubber goods, mill supplies, and marine hardware. He quickly became a leading figure in the business world of Detroit: he was president of the National Can Company, director of the Detroit Oak Belting Company, treasurer of the H. V. Hartz Company of Cleveland, Ohio, a director of the Morgan and Wright Rubber Goods Manufacturing Company of New York, a director of the Wayne County and Home Savings Bank, and vice-president of the Detroit Trust Company. He was also a member of the board of directors of the Detroit Fire and Marine Insurance Company. This body, on the occasion of his death, passed a set of resolutions which summed up Mr. Eddy's qualities as being, "a man to be noted, who had the faculty of giving attention to details, which made large corporations desirous of obtaining his services, and with him acceptance of a directorship meant that he would give his thought and services . . . Soon after his election as a director he was unanimously chosen on the finance committee and from that time took an active part in the management of the affairs of the company." Mr. Eddy's public services, which were numerous, included his consistent efforts as president of the Breitmeyer Committee of Fifty to solve the street-car problem in Detroit, which had previously been in sad need of adjustment. It was not long after he had first settled in Detroit that Mr. Eddy sought out other young men who, like himself, were interested in outdoor sports. He was one of those who organized the old Detroit Athletic Club. He was made its first president and through his efficient management and untiring energies he made the club of that day a pattern of gentlemanly sportsmanship. He continued as president until he absolutely refused to serve as such any longer. When the new Detroit Athletic Club was organized to supplant the older organization, Mr. Eddy became one of its directors and continued as such until the time of his death. Hunting, fishing, and boating were also among his favorite forms of recreation and no game of baseball of any significance was ever played in the city without his attendance. Later in life, as his means became ample, he was one of the foremost contributors to charity, being a trustee of the Detroit General Hospital. In politics he was a Republican and in religion he was a Congregationalist. In 1879 Mr. Eddy married Florence Taylor, daughter of Edward Wyllys Taylor, a prominent lawyer of San Francisco, Cal. They had six daughters: Kathleen (Mrs. William O. Mundy), Marian (Mrs. W. Colburne Standish), Florence (Mrs. Frederic S. Munger, of Utica, N. Y.), Grace Fletcher (Mrs. Aikman Armstrong), Dorothy (Mrs. McPherson Browning), and Frances Woodman Eddy.

GOETHALS, George Washington, military engineer, b. in Brooklyn, N. Y., 29 June, 1858, son of John Louis and Marie (Le Baron) Goethals. His mother and father both were of sturdy Holland stock, and for centuries the Goethals family has been noted in the Netherlands for producing alike great soldiers and distinguished scholars. Several of them fought so valiantly against the Paynim in the Crusades that their names are still reverently preserved in the historical records of old Flanders. Always the Goethals men have been known for their capacity and readiness to do big things. Col. George Washington Goethals, the builder of the Panama Canal, is essentially a self-made man. At eleven years

of age he was an errand boy in a broker's office, in New York City, and at fourteen became cashier and bookkeeper. He also entered the College of the City of New York, and soon made his mark as an earnest and indefatigable student. His early ambition was to be a physician, and it was not long before he matriculated in Columbia University, intending to take the medical course. The confinement, together with the close application, always characteristic of him in whatever he has undertaken, caused his health to fail, and he was obliged to abandon his studies. But he was by no means beaten. The fighting blood of his Crusader ancestors asserted itself, and he resolved to go into the navy. Lacking influential friends, however, he could not obtain an appointment. Then he turned to the army, and through the interest of "Sunset" Cox, at that time a powerful political leader in New York State, he obtained an appointment to the United States Military Academy at West Point on 21 April, 1876. He was graduated 12 June, 1880, standing second in a class of fifty-four, and was one of the two members of his class to be commissioned as second lieutenant in the Corps of Engineers, a selection accorded to the graduates who rank highest at that time. After a short period as instructor in astronomy at the academy, he was stationed with the engineers' battalion at Willet's Point, N. Y., in 1881-82, attending Engineer School of Applications. He became first lieutenant 15 June, 1882, and for two years was attached to the Department of the Columbia under General Miles. He was then transferred to Cincinnati, Ohio, as assistant to Lieut.-Col. W. E. Merrill, whose work involved the improvement of the Ohio River for navigation. It was here that Colonel Goethals claims that he obtained his real start as an engineer. He told Colonel Merrill that he was there to learn, and his superior officer took him at his word by putting him to work as a rodman. By sheer ability and steady application, he worked his way up to the position of foreman. Young Goethals had founded his life upon a few broad, solid, simple principles, and at their root was the quality of loyalty. From 1885 to 1889 he served as instructor and assistant professor in civil and military engineering at West Point, and in 1889 he was again assigned to the work of improving along the Ohio River, but a month later was transferred to Florence, Ala., to do similar work on the Tennessee River. He remained there until 1894, when he was called to Washington as assistant to the chief of engineers, U. S. A., Brig.-Gen. Thomas Lincoln Casey. Subsequently, he served under Brig.-Gen. William P. Craighill and John M. Wilson until 1898. He became a captain 14 Dec., 1891, and when the Spanish War broke out was made lieutenant-colonel of volunteers. On 9 May he was chosen as chief engineer of the First Army Corps, and at the close of the war was honorably discharged from the volunteer service. Again he entered at West Point, being assigned to duty there in November, 1898, as instructor of practical military engineering and in command of Company E, Battalion of Engineers. He continued there until August, 1900. On 7 Feb., 1900, he received his commission as major, and on his relief from duty at West Point was sent to Newport, R. I., to take charge of the fortifications of Rhode Island and Southern Massachusetts, and the river and harbor improvements in that locality. On the organization of the general staff in 1903 he was assigned to duty in Washington, and while serving on the general staff was graduated at the Army War College, and afterward served as secretary of the Taft Board of Fortifications. He was made lieutenant-colonel on 4 March, 1907, and on the same date was assigned to membership of the Isthmian Canal Commission, of which he became chairman and chief engineer on 1 April, 1907. It was at a critical time that Colonel Goethals assumed charge of the gigantic work of building a waterway connecting the Atlantic and Pacific Oceans through the Isthmus of Panama. As early as 1875 a project for such a canal was set on foot in France at the suggestion of Count Ferdinand de Lesseps. In that year, after the subject had been discussed at length by the Congrès des Sciences Géographiques at Paris, a provisional company was formed by General Turr and other individuals for the purpose of securing a concession from the Republic of Colombia. This syndicate was composed of speculators whose sole motives were of a commercial nature. The spirit that moved them in the promotion was exhibited by their successors in the conduct of the enterprise—at least until it fell into the hands of the American government—for the management of it has been declared to have been "characterized by a degree of extravagance and corruption that have had few, if any, equals in the history of the world." The Colombian government signed a contract giving to the promoters the exclusive privilege of constructing and operating a canal through the territory of the Republic without any restrictive conditions, excepting that if the route adopted traversed any portion of the land embraced in the concession to the Panama Railroad, the promoters should arrive at an amicable understanding with that corporation before proceeding. The concession was transferred to La Compagnie Universelle du Canal Interocéanique de Panama, generally known as the "Panama Canal Company," and on 15 May, 1879, the International Conference met to determine the route. The conference determined that the canal should be built from the Gulf of Limon (Colon) to the Bay of Panama—a route which has been followed in a general way through all the enterprise from that day to 1 April, 1907, when Colonel Goethals took supreme command and in due course brought it to a successful issue. It was at the meeting of the conference in 1875 that Ferdinand de Lesseps made his first public appearance in connection with the Panama project. Coming with the prestige of his great work of building a waterway through the Isthmus of Suez, as well as the part he had taken in the construction of the Corinth Canal, it was logical that he should be chosen to assume the direction of the Panama venture. He asserted confidently that "the Panama Canal will be more easily begun, finished and maintained than the Suez Canal." But De Lesseps seems to have overestimated his own powers, for the work under his régime

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was a deplorable failure. He was not an engineer and had but a limited knowledge of the science of engineering, yet he undertook to lay out the work himself, acting upon data which a professional engineer would have deemed insufficient or unreliable. Almost to the last he believed that he enjoyed the unbounded confidence of the French people, and that their purses never would be closed to his demands. The company collapsed, bringing complete ruin to many stockholders and serious loss to a much larger number. The Paris Congress had estimated the cost of constructing the canal at $214,000,000, and the time necessary for its completion at twelve years. The technical commission expressed the opinion that the entire operation might be finished in eight years at a cost of $168,600,000. De Lesseps altered the sum fixed by the commission to $131,600,000, which he insisted would cover the entire cost of building the canal. He made a tour of the United States, England, Belgium, Holland, and France, telling in public speeches of the enormous profits which would accrue to the fortunate investors in the Panama Canal project. Following this campaign $60,000,000 in shares of $100.00 denomination were quickly taken up by the public. Extravagance and mismanagement characterized the operations of this company, and it went into the hands of a receiver on 4 Feb., 1889, the civil court of the Seine appointing Joseph Brunet to take charge of its affairs. It was a grave situation, and it affected not less than 200,000 persons who had invested in good faith, and who were stunned by the catastrophe. Some $90,000,000 had been expended, none of which would be saved unless the canal were built. It was estimated that a lock canal might be completed in eight years, at a further cost of $100,000,000. A new agreement was signed 10 Dec., 1890, with the Colombian government, which granted an extension of ten years for the completion of the work. Joseph Brunet died, and he was succeeded by Achille Monchicourt. The latter procured a further concession by which Colombia granted an extension until 31 Oct., 1894, for the organization of a new company, and ten years from that date for the completion of a canal. The capital of the new Panama Canal Company consisted of 650,000 shares of $20.00 each, 60,000 of which were to be subscribed for, while 50,000, absolutely unencumbered, were to go to the Colombian government in consideration of the contracts granting extension. Thus, five years after the appointment of a receiver for the Interoceanic Canal Company, what was generally known as the "New Panama Canal Company" was definitely established. Long before Colonel Goethals became a member of the Isthmian Canal Commission, there had been much argument in the United States Congress—and out of it—as to the relative values of the Nicaragua and Panama Canal routes. Men whose judgment admittedly demanded serious consideration were on either side. The question was still unsettled in the public mind when the commission, in November, 1901, presented a report of its finding to the President. It declared, briefly, that the "total amount for which the Panama Company offers to sell and transfer its canal property to the United States" is $109,141,500. The value set upon it by the commission was $40,000,000. This notwithstanding that the receivers of the old company valued the assets that passed into his hands at about $90,000,000 while several million dollars had been expended by the new company. When this finding became known in Paris, the directors of the New Panama Canal Company immediately resigned, and at a general meeting of stockholders it was decided to offer to sell out to the commission all assets, rights, and interests for the sum of $40,000,000. The importance of a waterway through the Isthmus of Panama, both strategically and commercially, had long been recognized by the U. S. government, and it first entered into a treaty with New Granada, the then possessor of the isthmus in 1846. In course of time New Granada government split up and the Republic of Colombia took its place. There were many changes of rule. At one time Panama was a sovereign state, at another a mere department of the consecutive confederations known as Colombia and New Granada. During fifty-seven years fifty-three revolutions and kindred outbreaks took place in the isthmus. One civil war lasted three years and another nearly twelve months. Twice Panama attempted to secede from the confederations in which she had practically no voice, and six times United States warships were forced to land marines and sailors to protect property and to see that transit across the isthmus was kept clear. The United States already possessed and exercised on the isthmus certain proprietary rights and sovereign powers that no other nation had. On four different occasions the government of Colombia requested the landing of troops to protect its troops and to maintain order—the order which it was itself incompetent to maintain, and more than once it was only the firm attitude of the United States which prevented European powers from interfering on the isthmus. President Theodore Roosevelt, in 1903, decided that the situation had become intolerable and that it was the duty of the American people to themselves, as well as to the world, to take up the building of the canal forthwith. The people of Panama were anxious for the United States to do the work, but there was a general feeling that first of all they must shake off the yoke of Colombia. Already dozens of leaders on the isthmus were doing their best to excite revolution. Colombia had failed to ratify with the United States a treaty under the provisions of which the canal would be built, and the Panamanians were understood to be ready to rise in rebellion as soon as the Colombian Congress should adjourn. President Roosevelt at once sent several naval vessels to Panama, the orders to the officers being to maintain free and uninterrupted transit across the isthmus, and to prevent the landing of armed forces at any point within fifty miles of Panama. These orders were precisely such as had been issued in 1900, 1901, and 1902. A body of Colombian troops landed at Colon and threatened to kill all Americans there. Captain Hubbard, of the United States gunboat "Nashville," acted promptly, and the Colombians were glad to give up their murderous project.

The Republic of Panama attained its independence without bloodshed. Having come to be recognized by the United States, the Hay-Bunau-Varilla treaty was made in the autumn of 1903 and fully ratified 26 Feb., 1906. This treaty not only guaranteed the independence of the Republic of Panama, but provided for the payment to Panama of $10,000,000 in gold coin, and an annual payment beginning nine years from above date, of $250,000, to continue so long as the convention lasted. It granted to the United States all rights in the New Panama Canal Company and the Panama Railroad Company, and provided also that the United States shall have in perpetuity the "use, occupation, and control of a zone of land, and land under water, for the construction, maintenance, operation, sanitation, and protection of said canal, of the width of ten miles, together with all its lands within the limits of the zone above described, and, in addition thereto, the group of small islands in the Bay of Panama, named Perrico, Naos, Culebra, and Flamenco. The zone was to be known as the Canal Zone, and all the military, civil, and judicial powers essential to its temporary government were to be exercised as the President of the United States should direct. When the United States Canal Commission arrived at the isthmus in April, 1904, the only work in progress was the excavation of the Culebra Cut, where a few French machines were employed with a force of about 700 men. Owing to the long lapse of time since the New Panama Canal Company had ceased operations, a chaotic condition prevailed along the entire line of the canal, and the plant and equipment was in such a deteriorated and scattered state as to require months for its collection and repair. The commission valiantly attacked the work with John F. Wallace as engineer-in-chief and Surg.-Col. W. C. Gorgas in charge of the sanitation department. William H. Taft, then Secretary of War, assumed general supervision. The work of the commission proved unsatisfactory, and in 1905 President Roosevelt obtained the resignation of the entire body and placed the control of affairs definitely in the hands of an executive committee with Engineer Wallace in full control of the construction. Before sixty days had expired Mr. Wallace retired and his place was filled by the selection of John F. Stevens, who assumed charge in August, 1905. For nearly two years Mr. Stevens supervised the work, and in April, 1907, resigned. It was then that President Roosevelt, with the hearty concurrence of Secretary Taft, decided to install a military organization. A new commission was created, with Colonel Goethals as chairman and chief engineer. The other members were Lieut.-Col. H. F. Hodges, assistant chief engineer; H. H. Rousseau, assistant to the chief engineer; Lieut.-Col. W. L. Sibert, division engineer of the Atlantic division; Lieut.-Col. D. D. Gaillard, division engineer of the central division; Col. W. C. Gorgas, chief of the department of sanitation, and J. C. Blackburn, in charge of the department of civil administration. It was stipulated that the members of the reorganized commission were to dwell on the isthmus and personally supervise the work under their charge. Among the disadvantages against which Colonel Goethals had to fight was the prejudice among the men against a military administration. The former chief engineer, Mr. Stevens, had been very popular and there was a feeling of interrogation with regard to the new chief engineer which easily might have become downright antagonism. All this made Colonel Goethals somewhat indignant, and he took occasion to say that the army was not in charge in a military sense; that there was to be no militarism, no salutes, that he had left behind him all his military duties, and would command the army of Panama, fighting nature for the accomplishment of the end that had brought them all down there. The men's cause was his, he reminded them, they had common enemies, Culebra Cut and the climate, and the completing of the canal would be their victory. Colonel Goethals said he intended to be the commanding officer, but the chiefs of divisions would be the colonels, the foremen, the captains, and no one who did his duty had aught to fear from militarism. In the army the commanding officer was the father of his men. When he (Colonel Goethals) commanded a company he knew his men, their trials and troubles, and so would he treat the men there on the canal; giving a ready ear to their complaints and grievances. Anyone could come to him at any time, or detain him as he went about the work, to explain their particular trials or to make suggestions as to the work, and they could be assured of an audience. Colonel Goethals made his word good by setting aside Sunday mornings as the time for his hearing complaints and grievances of all kinds and descriptions. In a very short time the men found that working under an experienced, thoroughly human army officer meant a smooth running labor machine such as the Panama Canal never had had from the beginning until Colonel Goethals took charge. With characteristic military promptitude, Colonel Goethals went vigorously to work at once. Certain alterations in the plans of his predecessors appeared to him to be necessary, and he showed no hesitation in making them. For example, the dams and locks which were to have been placed at La Boca were located four miles further inland, at Miraflores, thus placing them beyond effective gunfire from a hostile fleet. Both the canal and the locks were widened, and the Panama Railroad was relocated. In his annual report of 1909 Colonel Goethals estimated the probable cost of the completed canal at $375,000,000. The number of workmen employed on the canal in July, 1911, was 47,740; on the Panama Railroad 6,881, and the rate of excavation was more than two and one-half million cubic yards per month. There were also 100 steam shovels of various capacities, and eighteen dredges, the latter being classified as seven ladder, three dipper, six pipe-line suction, and two sea-going suction dredges. So rapidly did the work proceed, and so skillfully and successfully were all obstacles surmounted, that although, originally, Colonel Goethals did not anticipate completion of the canal before 1915, the first vessel passed in August, 1914. The steam shovels finished their work on Culebra Cut on 10 Sept., 1913, and water was

admitted into the cut in October, 1913. Colonel Goethals was eminently fitted to cope with the many engineering problems which were involved in the digging of the Panama Canal. He had had the benefit of theoretical training both as teacher and student, and his practical experiences in canal construction had been varied and wide. He was especially familiar with the lock type of construction. His experience in building canals along various western rivers had included the supervision of the Mussel Shoals Canal, on the Tennessee River; a canal near Chattanooga, 14 miles long, 70 to 100 feet wide, and 6 feet deep, with 11 locks and an aqueduct 900 feet long and 60 feet wide; and the Colbert Shoals Canal. In all of these undertakings he showed extraordinary ability in handling large forces of men, and which, while doubtless due in part to his training as an army officer, must be credited largely to some personal quality in himself that closely approached genius. When, on becoming chief engineer of the Panama Canal, he had under him 30,000 workmen of half a dozen nationalities, exhibiting a diversity of that difficult quality called "temperament," which it was impossible to ignore, his tact, coupled with a firmness of discipline which never relaxed, and yet which never became irksome to any man doing his ordinary everyday duty, enabled him to manage his army of civilian laborers as easily as he had directed the soldiers of his regiment in other days. As soon as Colonel Goethals took charge, he made a thorough study of the conditions before him. As a result he became a strong advocate of the lock canal, as against the sea level type. The reported sinking, 25 Nov., 1908, of a portion of the Gatun dam—the key to the lock level canal—construction of which had begun, aroused criticism from opponents of this plan, although it had been definitely and officially approved by act of Congress. President Roosevelt also, in 1906, had favored a lock canal. Nevertheless he now appointed an advisory committee of engineers, consisting of Arthur P. Davis, John R. Freeman, Allen Hazen, Isham Randolph, James Dix Schuyler, and Frederick P. Stearns, to decide whether the Gatun dam was feasible and safe, and once more to pass upon the type of canal to be built. Colonel Goethals caused borings to be made on the site of the Gatun dam under his personal supervision, and the result was that the board were convinced the lock type of canal as projected was entirely feasible and safe. They so reported to the President, while Colonel Goethals fearlessly asserted that the Gatun dam, in resisting the pressure of the lake, could and would be made as safe as the adjoining hills. In his annual report, submitted in 1909, he fixed the cost of the completed canal at $375,000,000. The number of employees on the canal at that time was 26,835, and on the Panama Railroad, 6,864. From the beginning of the work under Colonel Goethals, he was everywhere along the line of the canal. His yellow motor car, running on rails, carried him rapidly from one part of the work to another, and he always grasped the details of any work he inspected, on the instant. He had no false notions about his position as chief engineer of the greatest engineering work the world had ever seen. He realized full well that a single blunder on his part might bring down upon his head the criticism of the people of the United States. But he was a soldier, as well as a capable engineer, and he drove straight ahead, taking risks as they came, with his eye always on the object of the battle—to complete the Panama Canal in as short a time and at as low a cost as would be consistent with perfect accomplishment. When Colonel Goethals had completed his great work he saw before him a waterway that had been made in the face of almost unbelievable difficulties. He, with his predecessors and associates, had removed mountains, built an inland sea, and made the waters of the canal a connecting link uniting two oceans. The amount of material handled in the construction of the Panama Canal was about 260,000,000 cubic yards. The completion of Culebra Cut was delayed two years by slides of earth and stone which in the total reached 32,000,000 cubic yards. There is a great deal more in the Panama Canal than a mere forty-mile waterway, wide and deep enough for the passage of the largest ocean-going vessels. Breakwaters, fortifications, Gatun Lake—the largest artificial lake in the world—where the ships of the world might congregate and ride in safety; three sets of locks, also the largest in the world; coal storage basins, where hundreds of thousands of tons of coal is stored; mammoth machine shops, bakeries, ice-plants, docks and piers, all on a scale of magnitude corresponding with the size and importance of the canal itself. There were slides perpetually, and only constant vigilance and hard labor enabled man to conquer these freaks of nature at last. In one slide with which Colonel Goethals had to contend seventy-five acres of the town of Culebra broke loose and moved foot by foot into the canal, carrying with it large hotels and club houses, besides many smaller structures. It was a continual fight against the slides, now with dynamite, again with hydraulic excavators, and at other times with dredges. More than 19,000,000 pounds of explosives were used altogether. It was estimated that slides put the work back more than two years. There was criticism in some quarters, but it was the one-man power of Colonel Goethals that built the Panama Canal. There were about 5,000 Americans employed on the construction of the canal, and it was mainly through the influence of Colonel Goethals that they enjoyed the benefit of the eight-hour law, making eight hours a recognized day's work. When strikes were threatened he controlled the situation with a firm hand. He told the men that it was their privilege to quit work if they wanted to do so, but if they did so they would under no circumstances be re-employed. How effectively his policy worked out was shown in 1910, when some of the boilermakers struck because their wages were not advanced from $5.20 to $6.00 a day. Their jobs were taken by other men, and there never was another strike among Americans on the canal. What a real interest the colonel took in his men was often shown. A memorable evidence of it was in Culebra Cut when steam shovel work began to fall off because of lack of

elbow-room. Colonel Goethals ordered that the work be changed to a two-shift basis. This enabled the men who would have been dismissed to continue work for many months, with no disadvantage to the government. While yellow fever had been pretty well driven out of the Canal Zone, under the supervision of Dr. William Crawford Gorgas, there was still a great deal to be done to keep the zone in a perfect sanitary condition when Colonel Goethals became chief engineer in 1907. Mosquitoes, which science has shown to be responsible for both yellow fever and malaria in the tropics, had to be fought, and it was not long before they were practically exterminated. This was done by spreading oil on the surface of waters used by the insect as breeding places. A strict quarantine was established, with stations at either end of the canal. Those quarantine stations are still there under the permanent organization of the zone. Every ship is carefully inspected and passengers and crew examined. During the building of the canal the government furnished all employees with free medicines, free medical attendance, and free hospital and burial services. It dispensed about a ton of quinine a year, provided camps where laborers who were not ill enough to go to the hospital could rest and be treated, and ran one or two hospital cars on every passenger train that crossed the isthmus. The value and importance of the medical care given under Colonel Goethals' supervision can be estimated from the fact that in 1913 there were 48,000 patients in hospitals, camps, and quarters. The matter of feeding the army of workers was, for various reasons—principally to protect the men from the rapacity of certain food dealers in Panama—placed in the hands of the commissary organization of the Panama Railroad. During the construction period on the canal, the commissary did a business of $7,000,000 a year. The commissary bakery baked more than 6,000,000 loaves of bread a year, and about 200,000 pounds of cake; its ice-cream freezer made more than 100,000 pounds of ice cream a year, and its egg-testers passed more than 30,000 eggs a day. One of the first reforms Colonel Goethals made when he became supreme in authority was with regard to amusement for the canal worker and his dependents. He knew that the most efficacious panacea against the homesickness which tormented so many of the Americans was to provide rational and wholesome recreation for them after working hours. Several Y. M. C. A. buildings had been erected which were intended to serve as clubhouses for the men. But the plan had not been developed. So Colonel Goethals caused new buildings to be added at several places and a liberal policy adopted that brought the Y. M. C. A. largely into the everyday lives of both men and women in the Canal Zone. The clubhouses were the rendezvous of nearly all the organizations of Americans. Their spacious rooms were given over to a meeting of the woman's club, or devoted to a dance or a concert, or became the scene of amateur, or even professional, theatricals. The people liked the liberalized Y. M. C. A. idea, and one of the first evidences of its usefulness was the falling off of liquor sales. Baseball made its usual strong appeal to the Americans at Panama. Colonel Goethals—an ardent lover of the "national game"—with the commission, encouraged ball-playing in every way, furnishing grounds, special trains, and opportunities for practice, and many big games between isthmian ball teams were hotly contested and largely attended. Like the average American officers, in either the army or navy, he enjoys rational amusement, especially with music, and is as much at his ease in a ballroom as on a reviewing ground or battlefield. An important element in the Panama Canal, and in which Colonel Goethals as an engineer took the greatest interest, are the three great sets of locks by which ships are lifted up from the sea to Gatun Lake and back down to the sea again after a thirty-seven-mile sail through fresh water. The total cost of the Panama Canal locks approximates $60,000,000. With their approach walls, their aggregate length is nearly two miles. There are three steps on each side of the isthmus, by which ships are lifted up 85 feet on the one side and let down 85 feet on the other. Each of these steps has two lock chambers, making parallel shipways through the locks. The side walls vary from 45 to 50 feet wide at the floor of the locks, and at a point 24 1-3 feet above the floor they begin to step in six-foot steps until they are eight feet wide at the top. The total width of the locks between the two side walls is 280 feet. In the middle of the locks and running parallel with the side walls, is a center wall, which divides the locks into two chambers. This wall is 60 feet wide all the way up. At a point 42½ feet above the floor of the lock the solid construction ceases, and a U-shaped opening runs the entire length of the wall. This serves to provide three long tunnels the full length of the center wall, one above the other. The lowest of these tunnels is used for drainage, the middle one for the electric cable conduits, and the upper one as a passageway from one piece of operating machinery to another. Three large culverts, 18 feet in diameter, carry the water from the lake into the several locks. The passage of water is controlled by a large number of valves. The steel gates operating the several chambers of a flight of locks are 7 feet thick, and range in height from 47 to 82 feet. There are two leaves to each gate, each leaf 65 feet wide. The weight of the leaves varies from 390 to 730 tons. The lock gate hinges weigh 36,752 pounds each, and are made to stand a strain of 40,000 pounds before stretching, or 70,000 pounds before breaking. Under an actual test they did not break until a strain of 3,300,000 pounds had been put upon them. Colonel Goethals' extensive experience with locks had taught him that, notwithstanding their enormous strength, they are vulnerable at certain points unless the engineers are almost abnormally vigilant. The Panama Canal locks are safe so far as human foresight and ingenuity can make them so. There are more safeguards around them than is the case with any other locks in the world. Twenty-four ponderous fender chains are swung across the locks before each gate. Each chain has links of three-inch iron, and will stop within 70

feet a 10,000-ton ship moving at the rate of five knots an hour. Another precaution is that no ship is allowed to pass through the locks under its own power. It has been demonstrated that the majority of accidents in the operation of locks are caused in this way. All vessels in the Panama Canal locks are taken through by electric towing engines on shore. Safety gates set seventy feet from the operating gates do their part in protecting the locks. Should a ship approaching the locks by any chance break the big fender chain, it would ram the safety gates, instead of coming into collision with, and perhaps seriously injuring, the operating gates. In building the locks, spillways, and dams of the Panama Canal upward of five million barrels of concrete was used—enough to build a row of houses from Chicago to St. Louis. The importance of military protection for the canal was recognized as soon as Colonel Goethals had brought the great work within even a distant view of completion. There are extensive fortifications at both the Atlantic and Pacific outlets of the canal. At the Atlantic side two great breakwaters have narrowed the entrance to the canal, and any hostile ship which might try to enter would be under the guns of Margarita Island on one side and those of Toro Point on the other. No ship could live under the terrific fire of the powerful land batteries and immense mortars which now guard the entrance. At the Pacific end all the defenses are on the east side of the channel. Several islands in Panama Bay rise precipitously out of the sea, affording excellent sites for heavy armament. They have been connected with the mainland by a breakwater from Balboa to Naos Island, which in its turn is connected with the islands of Perico and Flamenco by stone causeways. The heaviest armament at each end of the canal consists of a sixteen-inch gun. These are the largest weapons in possession of the United States if not the largest in the world. Each gun is 50 feet long and weighs 284,000 pounds. It hurls a projectile 6 feet long, which weighs 2,400 pounds and contains 140 pounds of high explosive. The secondary defenses at each end of the canal consist of six 14-inch guns, six 6-inch guns, sixteen 12-inch mortars, and eight 4 7-10-inch howitzers. The mortars have a range of more than eleven miles. Surprise attacks are guarded against by fourteen searchlights, each with a sixty-inch reflector, capable of sweeping the entire horizon. They are operated from electric plants independent of the main plants at Gatun and Miraflores. A supply of more than $2,000,000 worth of ammunition is kept on the isthmus at all times. In carrying out the law providing for the permanent government of the Panama Canal, President Wilson, on 24 Jan., 1914, nominated Colonel Goethals governor of the Canal Zone. He was confirmed 1 Feb., 1914, and the new government went into operation 1 April. Colonel Goethals had urged that the change from the construction government to the operative government should be made in such a way as to cause the least possible friction. That is to say, that the change should be an evolution, and that persons who had "made good" during the construction work should be preferred in filling positions under the new régime. He carried out this policy conscientiously. In supreme control, subject only to the supervision of the Secretary of War, Colonel Goethals worked hard on the task of reorganization. In accordance with his recommendations, a department of operation and maintenance, having charge of the completion of the canal and its operation, was appointed. Other departments were provided for, including the important health department, which succeeded the department of sanitation. It took over the operation of the quarantine service, the sanitary control of the zone, the sanitary relations between the United States and the cities of Panama and Colon under the treaty, and the operation of hospitals and charitable institutions. Later executive orders from President Wilson established a Washington office, laid down the plan for the organization of the new judiciary, provided rules for the collection of tolls, and the operation of terminal facilities, etc. By 1 Jan., 1915, affairs had been placed on a permanent basis; the new judiciary system was in operation, and Colonel Goethals had begun the tactful and able administration which up to the time the canal was finished and afterward won the admiration of the world. On 4 March, 1915, Colonel Goethals was nominated by the President a major-general. His aides, Brigadier-General Gorgas, Col. Henry F. Hodges, Lieut.-Col. William L. Sibert, and Civil Engineer Harvey H. Rousseau, were all promoted at the same time. The nominations were all confirmed by the Senate the day they were received, an unusual honor. Colonel Goethals resigned the governorship of the Canal Zone in January, 1917. In building this canal he had accomplished the greatest construction and engineering feat in the history of the world. Both in that and in the operation of the canal after it was opened, as well as in the administration of the government of the zone, he showed an executive genius that alone enabled him to carry to a successful outcome the tremendously responsible task entrusted to him—a task more onerous and many-sided than ever before was placed on the shoulders of one man since records have been kept of human achievement. Colonel Goethals married in 1884 Effie Rodman, and they have two sons, George R., a second lieutenant of engineers, and Thomas R. Goethals.

BELASCO, David, playwright and theatrical manager, b. in San Francisco, Cal., 25 July, 1858, son of Humphrey and Rena (Martin) Belasco, of English origin. He was graduated at Lincoln College (California) in 1875, and even in childhood evinced a marked leaning to dramatic literature. At the age of fourteen he produced in a music hall in San Francisco an original play in seven acts, entitled "Jim Black; or the Regulator's Revenge," in which he himself played the title rôle, and hired genuine ruffians as "supers" to add local color. His actual career began very humbly—as call boy at Baldwin's theater in San Francisco. He rose rapidly and making known his genius in that direction, was made stage manager at the age of nineteen. Simultaneously he filled similar positions at two other theaters and so came in contact with many actors and actresses destined to become

stars later on. His reputation spread rapidly, and when, in 1880, he shifted the scene of his activities to New York, the foundations of his fame were already laid. The Mallory brothers at once engaged him to manage their productions at the Madison Square Theater. Meantime he had continued playwriting. "La Belle Russe," "Valerie," and "Hearts of Oak" had long runs, and showed that a new factor had entered the American dramatic field. In 1884 appeared his "May Blossom," a comedy, whose dainty and irresistible charm completely captured the audiences and which added much to the fame of the Madison Square Theater, then particularly known for that kind of productions. The Mallory brothers intrusted him with their Lyceum Theater productions. A number of plays, written in collaboration with Henry C. de Mille, including "The Wife," "The Charity Ball," and "Lord Chumley" (which first brought E. H. Sothern into general notice), further added to his laurels. Then came "Men and Women," produced by Charles Frohman at Proctor's Twenty-third Street Theater; "The Girl I Left Behind Me" (in collaboration with Franklin Fyles), produced at the Empire, and "The Heart of Maryland" (1895), in which he brought forward Mrs. Leslie Carter, a protégé of his. His début as an independent manager was made with Francis Powers' "The First Born," a most successful venture. His own "Zaza," with Leslie Carter as star, came next; then (1899) "Naughty Anthony," a farcical comedy, "Madam Butterfly," a dramatized version of John Luther Long's Japanese story, and "Madame Du Barry" (1901), one of his greatest successes, produced at the New National Theater, Washington, D. C., and the Criterion (New York). Meantime, in 1900, his two latest plays were given in London. In 1902 he opened the Belasco Theater in Forty-second Street, New York (now the Republic), with "The Darling of the Gods," another Japanese subject on which the author of the first collaborated with Mr. Belasco, as he did also in "Adrea," a classic tragedy brought out in 1905. Before the last-named appeared "Sweet Kitty Bellairs" (from Egerton Castle's novel), "The Bath Comedy," and "The Music Master," in which David Warfield made his great success as a character actor. "The Girl of the Golden West," a romance of California gold-mining days, which later was used for an opera by Giacomo Puccini, first appeared as a drama in 1905, with Blanche Bates, and "The Rose of the Rancho," on a similar subject, in 1906. Another theater, the Stuyvesant, one of the most beautiful of New York's "intimate" playhouses, was built by Mr. Belasco in 1907, the opening production being "The Grand Army Man," with David Warfield. The theater's name was later changed to the Belasco. As a "discoverer" of playwrights no less than actors Mr. Belasco has been uncommonly successful. This is no doubt due in some measure to the fact that he is himself both playwright and actor—for early in his career he appeared in youthful parts in "Metamora," with Edwin Forrest, and "Pizarro," with Charles Keene, and juvenile parts with Booth and other stars. His keen judgment of the qualities of success in both departments is thus explained. "The Easiest Way," by Eugene Walter, a hitherto unknown writer, which he brought forward with Frances Starr in the leading rôle, is a case in point. It proved to be one of the most significant plays illustrating a phase of metropolitan life ever produced in America. "The Lily" (1909), a problem play by himself; "The Concert" (1910), "Nobody's Widow" (1910), "The Return of Peter Grimm" (1910), "The Woman" (1910), "The Case of Becky" (1911), "The Governor's Lady" (1911), "Years of Discretion" (1912), "A Good Little Devil" (1912), "The Auctioneer" (1913), "The Temperamental Journey" (1913), "The Secret" (1913), "The Phantom Rival" (1914), "Marie-Odille" (1915), and "The Boomerang" (1915) are among Mr. Belasco's noted productions. The tutoring of actors has been a feature of his career, and he at one time offered to develop any young man who should prove to have the necessary talent for the profession. He is a real power, and in this day of syndicates and combinations he is almost the only one who has maintained his independence and has followed his artistic ideals without interference.

PINDELL, Henry Means, journalist and publicist, b. in St. Joseph, Miss., 23 Dec., 1860, son of James Morrison and Elizabeth Pindell. He is descended from a distinguished Maryland family: his father was born in Lexington, Ky., and his mother in Memphis, Tenn. His great-grandfather, Dr. Richard Pindell, served on the staff of George Washington in the Revolution, and dressed the wounds of Lafayette, when the French patriot was injured in the battle of Brandywine. Twenty years later, when Lafayette revisited America, he was entertained in Lexington, Ky., at the home of Maj. Thomas H. Pindell, the doctor's son. James Morrison Pindell was a cousin of Senator Thomas Hart Benton, of Missouri, and became a devoted friend of Henry Clay, who was his guardian, and with whom he was intimately associated during Clay's political career. Dr. Richard Pindell was one of the original members of the Society of the Cincinnati, and one of the most distinguished surgeons of his time. He entered the Continental army from Anne Arundel County, Md., in the spring of 1777, and served as a surgeon of the Fourth Maryland Continental troops until 15 Nov., 1783. He died in Lexington, Ky., 20 March, 1833, leaving three children—Thomas H. Pindell, Elizabeth Ross, and Mary Pindell, wife of James Shelby. Dr. Pindell's wife was Elizabeth, daughter of Col. Thomas Hart, who fought at Longmeadows in 1789, and sister of Lucretia Hart, who married Henry Clay. Another sister married James Benton, and was the mother of Senator Thomas H. Benton. Colonel Hart resided at Hartford, his county seat, in Orange County, N. C., until 1780, when he removed to Hagerstown, Md., and engaged in business with Col. Nathaniel Rochester, founder of the city of Rochester. In 1794 he moved to Lexington, Ky. His daughter, Nancy, married James Brown, who was a United States Senator from Louisiana and minister to France under two administrations. Several branches of the Pindell family are established in the South, the subject of this sketch being a relative of the late Governor Means of South Carolina. The founder of

Henry M. Pindell

the family in America was Thomas Pindell, who, upon his arrival from England, settled in Prince Georges County, Md., between 1680 and 1705. That he did not come before the former date is evidenced by the fact his name does not appear in the lists of "Early Maryland Settlers, 1653-80," a compilation of many volumes, preserved in the Land Record office, Annapolis; and that he was in Maryland prior to 1705 is evidenced by a deed on file at Upper Marlborough, county seat of Prince Georges County. In this record is shown the sale of a piece of property called "Essington" by Thomas Larkin and his wife to Thomas Pindell and Jonathan Simmons, of Prince Georges County, "planters," dated 29 March, 1705. The children of Thomas Pindell and his wife, Mary, were Jane Gladstone, Philip, Mary, Abraham, Rachel and Isaac. It is not unlikely that Thomas Pindell had another son, for in 1710 one Philemon Pindell is found witnessing a will in Anne Arundel County, but his name never appears again in any of the known records, and he probably died before his father's will was written. Thomas Pindell, eldest son of the first Thomas, lived, as did his father, in Prince Georges County, which always has been considered one of the most interesting and aristocratic sections of Maryland. It was formed in 1698 from Charles County, which was settled almost entirely by emigrants of old English lineage. Many names which have been luminous in the pages of Maryland's history are associated with one or other of these two counties. Foremost among them are: Wheeler, Edmundson, Greene, Pindell, Sprigg, Belt and Beall, the three last names being closely associated with that of Pindell. Philip, the second son of the first Thomas, removed to Anne Arundel County and married Elizabeth Holland, of good old Maryland stock, and had a numerous family. One of his sons, John, settled in Baltimore, and married twice, one of his wives being Eleanor Gill. The second Thomas Pindell died in 1734, leaving six children: Edward, Jacob, Richard, Thomas, Philip and Rachel. His son, the third Thomas Pindell, who also lived in Prince Georges County, married Mary (Belt) Sprigg, widow of Col. Edward Sprigg and daughter of Col. Joseph Belt, presiding justice of Prince Georges County (1726-28), and representative in the general assembly (1727-37), and by her had two children—Dr. Richard Pindell, to whom reference has been made, and a daughter, Mary. Five Pindells served in the War of the Revolution: John "Pendall," served three years; Nicholas Pindle or Pindell, of the First Maryland Regiment, served six months and died; Philip Pindell, Captain Bowie's muster-roll; Philip Pindell, Sixth Maryland, and Dr. Richard Pindell. Gassaway Pindell, a grandson of Thomas I., when sixteen years of age, was made a prisoner of war and taken to England in 1780. There he was confined in the famous old Mill Prison. The late Senator Henry G. Davis, of West Virginia, was directly descended from the Gassaways. In 1746 Thomas and Jacob, sons of the second Thomas, joined in the expedition against Canada. In the War of 1812 the Pindells also served with distinction. Richard Pindell was a sergeant in Captain Pinkney's artillery, Twenty-second Regiment; John Pindell was a private in Captain Shrim's company, Forty-sixth Regiment; another John Pindell was a private in Captain Peter's company, Third Cavalry Regiment, and Richard Pindell was ensign in Captain Yates' company, Sixth Regiment. Henry Means Pindell, the subject of this article, was graduated, in 1884, at De Pauw University, Greencastle, Ind., and entered journalism, a profession which he has followed ever since. His first post, assumed immediately after graduation, was that of city editor of the Wabash (Ind.) "Times." Next he joined the editorial force of the Chicago "Tribune," which offered him a wider field, and gave him valuable newspaper connections in Illinois. From Chicago Mr. Pindell went to the State capital at Springfield to accept service as city editor of the "Illinois State Register," which then, as now, was one of the leading newspapers of Central Illinois. While in Springfield, Mr. Pindell was elected city treasurer, serving from 1887 until 1889, and being associated with Charles E. Hay, a brother of the late John Hay, Secretary of State under President McKinley. He removed to Peoria in 1889, and founded the Peoria "Herald." Soon thereafter he purchased the Peoria "Transcript," and the Peoria "Times," disposing of the latter property to the proprietor of the Peoria "Journal." Mr. Pindell consolidated the "Herald" and "Transcript" under the title "Herald-Transcript," and on 13 July, 1902, purchased the Peoria "Journal." In October of the same year, he sold the "Herald-Transcript" to a group of business men. Under his management, the Peoria "Journal," an afternoon newspaper, soon reacted to his energetic and progressive management and became the leading newspaper in the State outside of Chicago. On 21 July, 1916, Mr. Pindell purchased the Peoria "Transcript," which, in the meantime, had changed its title from "Herald-Transcript" to "Transcript," and he is now operating the "Journal" and the morning "Transcript" under one roof. These properties represent the strongest and most influential newspaper combination in the State outside of Chicago, covering both the evening and morning field and holding exclusive Associated Press franchises for Peoria. As editor, publisher, and owner of the "Journal" and "Transcript," Mr. Pindell has become the dominant political leader of Central Illinois. In 1912 he took the lead in his State in the campaign for Woodrow Wilson, and the Sixteenth (Peoria) Congressional District was the only district in the State which was carried in the presidential primary for Mr. Wilson. Mr. Pindell's relations with President Wilson have been most intimate and cordial, and the presidential campaign of 1916 found him even more zealous in his advocacy of the president's policies. In January, 1914, Mr. Pindell was nominated for ambassador to Russia, but he resigned soon after the Senate had confirmed the nomination. Upon receipt of his resignation, President Wilson wrote the following:

"My dear Mr. Pindell: Your letter does great credit to your delicate sense of propriety and served to increase, if that were possible, my admiration for you and my confidence in your eminent fitness for the mission which you

now decline. I can but yield to your judgment in the matter; because it is clear to me that, feeling as you do, whether you are fully justified in that feeling or not, you would not be comfortable or happy in the post. I, therefore, cannot insist. You will allow me, however, to express my deep regret. I know your quality so well, and was so anxious to see you at St. Petersburg, that I feel a keen disappointment. It is only a very imperfect consolation that I may now again express my unqualified confidence in your ability, your character, your discretion, and your entire suitability for such a post.

Cordially and sincerely yours,

WOODROW WILSON."

In explaining Mr. Pindell's appointment, the then Secretary of State, Mr. Bryan, said: "The ambassadorship to Russia is vacant, and the President has for some time been desirous of filling it by an appointment which would be entirely worthy of the great dignity and importance of the post. Knowing Mr. Pindell personally, his character, his ability, and his exceptional fitness for the duties of such a place, he offered him an appointment. Mr. Pindell did not seek the appointment. It was tendered to him not only without any solicitation on his part, but without any knowledge or anticipation on his part that it would be offered to him." As a publisher, Mr. Pindell has stood resolutely for non-partisanship in local government, and was a progressive long before the term was coined. He has been a consistent champion of sound money, and was largely instrumental in forcing the repeal of the notorious "Allen" and "Humphrey" street railway acts which gave cities of the State authority to grant fifty-year franchises on a five-cent fare basis. Mr. Pindell was also a pioneer in the "commission form" of government for cities in his home State and drafted the bill which placed a score of Illinois cities upon a non-partisan basis. Mr. Pindell was one of the organizers, and for two years was president of the Illinois Daily Newspaper Publishers' Association; has been a member of the Advisory Board of the Western Division of the Associated Press, and of all the leading clubs of Peoria, and is keenly interested in all the commercial and welfare movements of his city, to the development of which he has contributed liberally of his genius and energy. Mr. Pindell owes much of his influence to an equable temperament and a quiet urbanity which is equally at home in London, Paris, New York, Chicago, or Peoria. His success in journalism may be attributed in large part to a stubborn belief in the ultimate triumph of decency in all controversies affecting local government. The pressure of his circulation departments never is permitted to push him across the line he has circumscribed about his ideal of wholesome living, fair play and man-to-man justice. For twenty-seven years, Mr. Pindell has owned and managed newspapers in the second city of Illinois. In that time he has been virulently assailed by competitors, and although the temptation to retaliate in kind has been maddening, he has held to his course through good report and evil report, finally to achieve eminence, not only in the zone of his immediate influence, but in State and nation as well. Peoria is the center of the greatest distilling district in the world. It also is the former home of Robert G. Ingersoll. For years, this city, now emerging from provincialism, has inherited the odium which attaches to the liquor business and the prejudice which in the early day prevailed against the great agnostic whose fame was nation-wide. In this field, Mr. Pindell, with the aid of his newspapers, developed a morale which not only gave progressive Peorians a rallying point at home, but which increased the respect and esteem in which the city was held abroad. Incidentally, Mr. Pindell's policies returned to him a measure of material prosperity and prestige answerable to his efforts. Although a progressive, Mr. Pindell is in no sense a "crank." His conception of a newspaper is that it should be an institution rather than an organ or counting-house. Yellow journalism is distasteful to him, yet he is intolerant of exploitation of the people by public service or other corporations, and does not hesitate to hew to the line when private greed clashes with the public interest. Optimism is the dominant note in all his policies, and it is a pleasure for him to resolve a doubt in favor of a worthy motive. Mr. Pindell's regard for President Wilson has been almost Platonic. He was the original Wilson man in Illinois, and the circumstance that the President reciprocated his friendship and recognized his ability is evidenced by his nomination of the Peorian for ambassador to Russia in 1914. It was the greatest national honor ever conferred upon a citizen of Central Illinois. A Peoria newspaper, which bitterly opposed him, professionally and politically, filled the channels of publicity with derogatory matter which was eagerly printed by Eastern newspapers, but he kept up the fight until his nomination was confirmed by the U. S. Senate, and his right to represent this government in the most exacting court in Europe had been won. Mr. Pindell resigned, however, before accepting service. The controversy over the Russian post developed evidences of cordiality on the part of the progressive press which confirmed the high opinion in which he was held by editors and publishers who had followed with interest his battle for better things in Peoria, and his consistent sanity in the treatment of national and State issues. As journalist, publicist, and promoter of nonpartisan and clean government, Mr. Pindell has wrought notably in his field. He accepts defeat with equanimity and success with moderation, and the last as well as the first impression of him is that he is a gentleman more interested in results than in methods. Mr. Pindell married 29 Oct., 1890, Eliza Adelia, daughter of Hon. D. W. Smith, of Springfield, Ill., a pioneer of the State and a member of a distinguished Southern family. Mr. and Mrs. Pindell have two daughters.

CRAIGHEAD, Edwin Boone, educator, b. in Ham's Prairie, Mo., 3 March, 1861, son of I. O. and Fannie (Payne) Craighead. He was educated at Westminster College, Fulton, Mo., and at Central College, Fayette, Mo., where he was graduated with the degree of A.M., in 1883. During the years 1883 and 1885, he was a post-graduate student at Vanderbilt University, Nashville, Tenn., and

the years 1886 and 1887 he spent in European universities. His natural bent was toward the classics, and soon after his return to this country he became professor of Greek at Wofford College, South Carolina. This position he held until 1893, when he became president of the South Carolina Agricultural and Mechanical College, remaining there until 1897. He then returned to his native state to accept the presidency of Central College. In 1898 the University of Missouri recognized his abilities and attainments by conferring upon him the degree of LL.D. In 1901 Dr. Craighead gave up his work at Central College to accept the presidency of the Missouri State Normal School. In 1904 he went to New Orleans, La., as president of Tulane University, remaining there for the next eight years. In 1912 he became president of the University of Montana, at Missoula, Mont. Dr. Craighead is well known throughout the Middle and Southern States as one of the most scholarly educators in that section. A talented and magnetic speaker and unusually gifted as an organizer, he has been instrumental in bringing about a remarkable raising of the standards of Southern colleges, the more advanced work of which has given an impetus to high school development in every Southern State. His work in the Tulane University of Louisiana is especially worthy of comment. In 1904, when Dr. Craighead became president of that institution, only the academic colleges were located on the uptown campus, consisting of a body of land about 600 feet wide. Under his administration this campus was enlarged, at a cost of over $500,000, to more than 100 acres, and the Law College, Medical and Dental Colleges, and School of Pharmacy, formerly scattered over the city, now find their homes on the uptown campus. In 1906 a post-graduate school for practicing physicians came under the control of the university, a step not only in the interest of Tulane, but toward sound medical education. In 1909 the New Orleans College of Dentistry came under the absolute control of the administrative board of Tulane. The establishment at Tulane of a School of Tropical Medicine and Hygiene was an innovation that won the interest and unanimous indorsement of the medical fraternity of the United States; and in view of the growing friendly relations of this country and South America was one of the most foresighted and important steps ever taken by any American college. The rapid growth of the university during Dr. Craighead's administration is shown by the following figures: total income of the university for the year 1904, $155,062.29; total income for 1911, $392,549.84. Dr. Craighead has been a member of the Board of the Carnegie Foundation for the Advancement of Teaching since the organization of that body. He is affiliated with other educational and religious societies, and is a fellow, American Association for the Advancement of Science. He married 6 Aug., 1897, in Fayette, Mo., Kate Johnson.

SHEPARD, Elliott Fitch, journalist, b. in Jamestown, N. Y., 25 July, 1833; d. in New York City, 24 March, 1893, son of Fitch and Delia (Dennis) Shepard, and grandson of Noah and Irene (Fitch) Shepard. He came of distinguished New England ancestry, of which the earliest representative in America was Thomas Shepard, who emigrated from County Bedford, England, and settled at Malden, Mass. Thomas Shepard was a relative of Rev. Thomas Shepard, of Cambridge, so well known in the history of that commonwealth. Through his grandmother, Irene Fitch, Mr. Shepard was a descendant in the direct line of the family that founded Fitchburgh, Mass., and was among the prominent families who settled in Norwich and Lebanon, Conn. Rev. James Fitch, the first American representative of the family, was born at Dorking, Essex, in 1622. Maj. James Fitch, his son, married a granddaughter of William Bradford, second governor of Plymouth Colony. Dr. Theodore May, a surgeon in the Revolutionary army, was another ancestor of Mr. Shepard's on the maternal side. He married Elizabeth Ellis, whose mother was related to the Bedlow family, the two names being represented by Ellis and Bedlow Islands in New York harbor. When Mr. Shepard was twelve years of age, his father, who was cashier of the Jamestown National Bank, removed to New York City with his three sons, Burritt Hamilton, Elliott Fitch, and Augustus Dennis, and became president of the National Bank Note Company. He enjoyed a prominent position among the leading men of the commercial metropolis of the United States. Elliott F. Shepard decided to follow the profession of the law; was graduated at the University of the City of New York in 1855, and began his legal studies in the offices of Edwards Pierrepont, U. S. Attorney-General and U. S. minister to England. Three years later he was admitted to the bar. About the time that he reached his majority, in 1856, the Republican party was organized, and the opening of the Fremont campaign was at hand. Naturally he became interested enthusiastically in the controversies of those stirring times, and was one of the founders of the first Republican campaign club in New York City. Since, however, at the time of its foundation he still lacked a few weeks of his majority, he was not eligible as the president of the club, to which position of honor his associates desired to elect him. He was in his younger days, as well as in his later years, a pleasing speaker, which, added to an attractive personality and an earnest manner, rendered him popular among the young men with whom he mingled. Mr. Shepard early attracted the attention of Gov. E. D. Morgan, of New York, who appointed him aide-de-camp on his staff on the outbreak of the Civil War. Later, he was placed in charge of the recruiting station at Elmira, N. Y., where 47,000 men were enrolled as Union soldiers during the progress

of hostilities. President Lincoln offered him a commission as brigadier-general, which he declined, but presented a flag to the Fifty-first Regiment of New York, which was named the "Shepard Rifles" in his honor. Through his indefatigable efforts he promoted the passage of laws to secure payment by the government to families of soldiers in active service, and permitting these brave men to vote in the field. Colonel Shepard was also interested in the great fair, held in New York, by means of which $1,300,000 was added to the funds of the Sanitary Commission. In 1868 he put aside military affairs for the profession of the law, and entered into a partnership with Judge Theron R. Strong, under the firm name of Strong and Shepard. The two conducted an active law practice, and appeared conspicuously in cases involving important points of mercantile and municipal law. Colonel Shepard was possessed of much knowledge of laws pertaining to revenue, admiralty, and bankruptcy. Upon the death of Judge Strong, Colonel Shepard continued his practice alone, and was chosen counsel for the New York Central, and other railroads and corporations. In 1880 he was appointed by the board of aldermen, with E. B. Shafer, to codify the municipal ordinances of New York City. He was also instrumental in securing the court of arbitration for the chamber of commerce of the State of New York, in 1884. Soon after he relinquished his law practice and traveled abroad, spending three years in Europe, Asia, Africa, and Alaska, the results of which were embodied by him in public lectures. Colonel Shepard became very much interested in the Indians in Alaska, and later carried on a campaign in his newspaper, the object of which was to have reindeer sent to Alaska to aid the Indians in their daily work, as well as for food supply. Upon his return to New York, Colonel Shepard published 250,000 copies of a pamphlet, "Labor and Capital Are One," which was translated into several languages. In it he extolled the railroads and advocated arbitration in all disputes between employees and employers. In March, 1888, Colonel Shepard purchased the New York "Mail and Express" from Cyrus W. Field, and soon after began the publication of sentiments from the Bible applicable to various events. He believed that a newspaper editor should exclude from its columns anything that was unfitted for every member of the family, and he avoided so-called sensational news. Colonel Shepard had many claims upon public consideration and admiration, as he confessedly had upon the private affection of those admitted into the inner circles of his intimate friendship and confidential intercourse. He was a gifted man, possessing rare qualities both of mind and heart. He was endowed with the power both of acute and accurate perception. The question of the observance of Sunday was always dear to his heart, and he endeavored to abolish travel on that day. As a result of his influence, the Fifth Avenue (New York) stage line ceased operation on the Christian Sabbath. Colonel Shepard was president of the American Sabbath Union, and a member of the Presbyterian Union and the Congregational Club. His happiest moments seemed to be when he was devoting himself to some work in which he believed there was some great moral interest and value. Colonel Shepard was a liberal contributor to all boards of the Presbyterian Church, and was especially interested in the Board of Aid for colleges and academies. Centre College, Danville, Ky., was one of the institutions in which he had great confidence, and one of those to which he gave his financial support. He founded scholarships and prize funds in various institutions, among them the College of the City of New York. Chauncey M. Depew spoke of his recollections of Colonel Shepard in the following words of strong tribute: "I first met Colonel Shepard when he became a member of Governor Morgan's staff as an aide-de-camp in 1860. Colonel Shepard had decided views on civic and religious subjects, and had the courage of his convictions to a marked degree. No amount of argument or ridicule could swerve him from the line he had marked out. He was a devoted friend, and when he became attached to a man and gave him his confidence nobody but the man himself could change the relations between them. I know that he was loyal in his friendships, and he would not believe a charge or take stock in a suspicion cast against any one whom he esteemed a friend. Colonel Shepard was a genial companion. He had a lovely and equable temperament. Nothing ever ruffled him. He was an excellent conversationalist, and was widely informed on all subjects. In his family circle Colonel Shepard was an ideal husband and father. A more faithful husband, a more tender, affectionate, and wisely discriminating father never lived Those who have enjoyed his hospitality only know his welcome, aided by his cordiality, added to the perfection of the entertainment." Colonel Shepard was one of the organizers of the New York State Bar Association, and one of the founders of and later president of the Columbia Bank, and the American Savings Bank. Notwithstanding the numerous demands on his time, he held membership in many clubs and societies, among them the Bar Association, American Museum of Natural History, National Academy of Design, Sons of the American Revolution, New York Yacht Club, New York Athletic Club, New York Press Club, Lawyers' Club, Republican Club, Manhattan Athletic Club, Riding Club, Twilight Club, Union League, New England Society, Adirondack League and Union League, of Brooklyn. On several occasions his name was mentioned in connection with important diplomatic positions. On 18 Feb., 1868, he married Margaret Louisa, eldest daughter of William H. Vanderbilt, of New York City, and they had five children: Maria Louise, wife of W. J. Schieffelin; Edith; Alice; Marguerite; and Elliott F. Shepard, Jr.

CLEWS, Henry, banker, author, and orator, b. in Staffordshire, England; 14 Aug., 1840. His father was an extensive manufacturer of goods for the American and Russian markets, and his grandfather was a partner in business with the father of Sir Robert Peel. The foundation of his own phenomenal success is found in his liberal preliminary education, the design of his parents having been that he should become curate of the parish of Wool-

Henry Clews

stanton, of which his cousin, the Rev. Dr. Tyson, was vicar. A visit to New York, however, determined him to make that city his future home; consequently he obtained a position in the large importing house of Wilson G. Hunt and Company, where he developed ability and ambition for the larger field of finance which he now occupies. Following the great panic of 1857, he proved equal to the unusual opportunity which opened before him, by organizing the banking firm of Stout, Clews and Mason. The new firm met with immediate success, and on the retirement of Mr. Stout and Mr. Mason, who were succeeded by Charles F. Livermore, the firm became Livermore, Clews and Company. The business ability of Mr. Clews soon won national recognition in his appointment by Hon. Salmon P. Chase, Secretary of the Treasury under Lincoln, as financial agent for the sale of government bonds issued to carry on the Civil War. Owing to the uncertainties of the war, these bonds were not favorably received by the business world; indeed, they were regarded as hazardous securities; but Mr. Clews, though he knew the treasury was empty, had the utmost faith in the strength and ability of the government and the recuperative power of the North, and not only invested every dollar of his own in the bonds, but went in debt for millions of them besides. Secretary Chase gave well-deserved credit to Henry Clews for the success achieved in floating his loans. He was unstinted in his praise of the great financier, declaring, "If it had not been for Jay Cooke and Henry Clews, I should never have been able to sell enough of the 7-30 notes and 5-20 bonds to carry on the war." After the war Mr. Clews made banking his specialty, though he retained his valuable commission business in government bonds. The revival in railroad interests that followed offered one of the most valuable fields for investments, and his house negotiated for the sale of railroad bonds in Europe, a line of business in which he became extensively engaged. The present firm, that of Henry Clews and Company, was formed in 1877. As evidence of the extent of Mr. Clews' business, 125 clerks are employed in his banking-house, and it is more widely connected than any other banking-house in the United States. The way Henry Clews impresses people may be judged from the fact that the late Duke of Marlborough, a man of remarkable intelligence and varied experience, who visited this city several years ago, frequently spoke of Mr. Clews as "the brightest, smartest, and quickest man" he had ever known. General Grant always spoke of Mr. Clews to his personal friends as "a level-headed and most excellent business man, and one who had a good opinion of his own judgment," which he considered one of the essential elements of a successful business life. John A. Stewart, when president of the United States Trust Company, made the following statement: "Mr. Clews is a very intelligent and energetic man who has made his own way. I would take Mr. Clews' statement implicitly on any matter he presented to me. The financial letter which he writes, in my judgment, is the ablest and soundest ever issued on Wall Street affairs. I have known Mr. Clews since he was a very young man, before he had any idea of coming into Wall Street. Personally, he is a very courteous and genial man and deservedly stands very high in both business and social circles." The late Senator Calvin S. Brice, of Ohio, in speaking of Henry Clews, said, "He is a banker, a broker, an author, an orator, a statesman and a politician, and a success at all." The late Grover Cleveland said, "Henry Clews is the most remarkable man I have ever known. He has the power of keeping back the wheels of time better than any man I have ever met." Mr. Clews has always taken a deep interest in American politics, but merely to the extent of promoting and securing good government, as he has persistently declined official position. He is not known as a partisan, but as a patriot. Twice the portfolio of the Treasury Department was tendered him, and as often the Republican nomination for mayor of New York, but business interests in each instance forced him to decline these proffered honors. He also declined the post of collector of the port of New York, but recommended Gen. Chester A. Arthur for the position, who received the appointment from President Grant. Mr. Clews, however, was appointed fiscal agent for the government for all foreign nations, as a recognition by the Grant Administration of his services in financing the government during the war. In matters of civic and social reform he has ever been active. To him was due the credit of originating and organizing the famous New York Committee of Seventy, and he selected and nominated sixty-five of the seventy original members before whose assault the Tweed ring went down. As an author, Mr. Clews has developed unusual ability. Among his productions are, "Twenty-eight Years in Wall Street" (1885); "The Wall Street Point of View" (1900); "Fifty Years in Wall Street" (1908); and "Speeches and Essays" (1909). In addition to his activities as a banker and author, Mr. Clews is well known as an orator and debater, his addresses having been given in all the chief cities of the country, before conventions of bankers, manufacturers, and commercial travelers, universities, schools of finance and business, economic clubs, and other representative audiences. He has also made notable addresses on popular subjects in Cooper Institute, Madison Square Garden, the Hippodrome, and the Columbia Theater of Brooklyn, and has occasionally done this from the pulpits of Plymouth Church in Brooklyn and the Metropolitan Temple in New York. He served for many years as treasurer of the American Geographical Society, and the Society for the Prevention of Cruelty to Animals; and was one of the founders of the Union League Club. He is one of the seven oldest members of the Union Club, and also a member of the Army and Navy and Turf and Field Clubs, as well as the fifth oldest member of the New York Stock Exchange, a member of the New York Cotton, Produce, and Coffee Exchanges, also of the Chicago Board of Trade. In addition, he is a life member of the Metropolitan Museum of Art, the American Museum of Natural History, and the National Academy of Design; trustee of the Civic Forum of New York, director and treasurer of the National Peace League, director of the Economic Club of New York, trustee and treasurer of the American Civic Alliance of New York, presi-

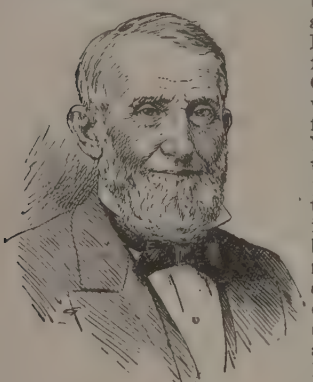
dent of the National Protective Highways Association, a director of the Japan Peace Society, and director and treasurer of the Richmond Hill Settlement, besides being connected with numerous other institutions. In May, 1908, the Emperor of Japan conferred upon Mr. Clews the imperial decoration of commander of the most distinguished order of the Rising Sun, and engraved on the insignia were the words, "The most exalted mark of merits and services." The emperor also gave Mr. Clews a diploma bearing his own signature and imperial seal. This was in recognition of his services to the Japanese government in advising and aiding it to organize the new financial system forty years ago, he having been appointed special agent in connection therewith, the appointment being recommended by General Grant while President. The opening up of Japan to the world of finance, under the preliminaries thus inaugurated, was declared by Ambassador Takahira in a recent speech at a "peace" banquet to have been an event second only in importance to Commodore Perry's great service in opening the ports of Japan to the world, and he gave the credit therefor to Mr. Clews. As a man, Mr. Clews is the recognized embodiment of business probity, stainless integrity, and uniform gentility. In 1874 Mr. Clews married Lucy Madison Worthington, of Kentucky, grandniece of President Madison and great-granddaughter of Gen. Andrew Lewis, next in command to Gen. George Washington in the Revolutionary army. Her father, Col. William Worthington, was a grandson of Governor Slaughter, of Kentucky.

WOLCOTT, Henry Roger, financier, b. in Long Meadow, Mass., 15 March, 1846, son of Rev. Samuel and Harriet (Pope) Wolcott. He is a brother of Edward Oliver Wolcott, U. S. Senator from Colorado. His ancestors were among the first Puritans who left England in the reign of Charles I. The progenitor of all of the name on this continent was Henry W. Wolcott, second son of John Wolcott, of Somersetshire, England, who, with thirteen others, embarked 20 March, 1638, on the ship "Mary and John," arrived at Nantasket 30 May, following, and settled at Windsor, Mass. The Rev. Samuel Wolcott, father of Henry Roger Wolcott, was a famous theologian and orator of the Congregationalist denomination, a graduate of Yale College, and an ardent champion of the Union cause during the Civil War. He was successively the pastor of churches at Long Meadow, Providence, R. I., Cleveland, Ohio, and Chicago, Ill., and his son attended the schools in each of these places. Mr. Wolcott's business career began when he was fourteen years old, and during the next four years he held various positions in Cleveland, Ohio. In 1864, when he was eighteen, the call for volunteers incited him to enlist in the Cleveland Regulars for 100 days' service, and he was sent to aid in the defense of the National Capital. At his own request he was transferred to the 140th Ohio Regiment, and served in the Union army until mustered out with all the regulars of the army. He then engaged in business in Springfield, Mass., and in Chicago. In 1869, fired by the reports of fortunes to be found in the West, he removed to Colorado, locating at Black Hawk, where he engaged in mining. In 1870 he became interested in the Boston and Colorado Smelting Works, an association which he maintained for seventeen years, during the last several years serving as manager. He was also responsible for the establishment of the First National Bank of Denver, an institution which quickly rose to prosperity and gained a national standing for credit and splendid character, and of which he was vice-president for a number of years. He was president of the Rocky Mountain National Bank, and of the Merchants National Bank of Denver. In 1878 he was elected Republican State senator from Gilpin County, Colo., and two years later was re-elected by an increased vote. During the last session he was elected president pro tem. of the senate, winning distinction for the maintenance of decorum, for the impartiality of his rulings, and for the promotion of social intercourse among the members. By reason of the death of Lieutenant-Governor Robinson he was also called upon to act as governor. In 1888 he served as chairman of the delegation from Colorado to the National Republican Convention held in Chicago. For many years past he has refused to accept office of any kind. Mr. Wolcott's services in the field of business have been a vital factor in the industrial and commercial development of Colorado. He has from the first taken a deep and unselfish interest in the advancement of the general prosperity of the State; and his political career was dedicated to the service of his commonwealth rather than self-interest. His quiet, simple, dignified methods won him success in commercial and political life long before he approached middle life. Besides the banking and smelting interests mentioned above, he is identified with a number of other mining and financial concerns, among these the Yerba-Buena Mining Company, of which he is vice-president. He was for a time director of the Equitable Life Assurance Society; was formerly president of the Denver, Utah and Pacific Railway; and has large private holdings in lands, mines, and smelters. He donated to the Colorado College, Colorado Springs, a large sum of money, and built the Wolcott Observatory for the use of the colleges of the State. Mr. Wolcott spends much of his time in New York City. He is a member of the Union, Union League, University, Whist, American Yacht, Larchmont Yacht, New York Athletic, New York Yacht, and Racquet and Tennis Clubs, all of New York City. He is also a member of the Metropolitan Club, of Washington, D. C., and the Denver Club of Denver, which organization was formed in Mr. Wolcott's Denver office and of which he was president for the first twelve years of its ex-

Henry R. Wolcott

istence. He has been practically retired for some time from both business and political life.

DYCKMAN, Isaac Michael, landowner, b. in Yonkers, N. Y., 1 Jan., 1813; d. in New York City, 9 May, 1899, son of Caleb and Hannah (Dyckman) Smith. Born James Frederick Dyckman Smith, his name was changed to Isaac Michael Dyckman by act of legislature in 1868, when he inherited the greater part of the Dyckman estate from his uncles, Isaac and Michael Dyckman. His father, Squire Caleb Smith, was one of the founders of Yonkers, justice of the peace, and altogether one of its most notable figures. His mother was a daughter of Jacobus Dyckman, one of the ablest men of New York in his day, for a long time alderman, and also a member of the Constitutional Convention in 1821.



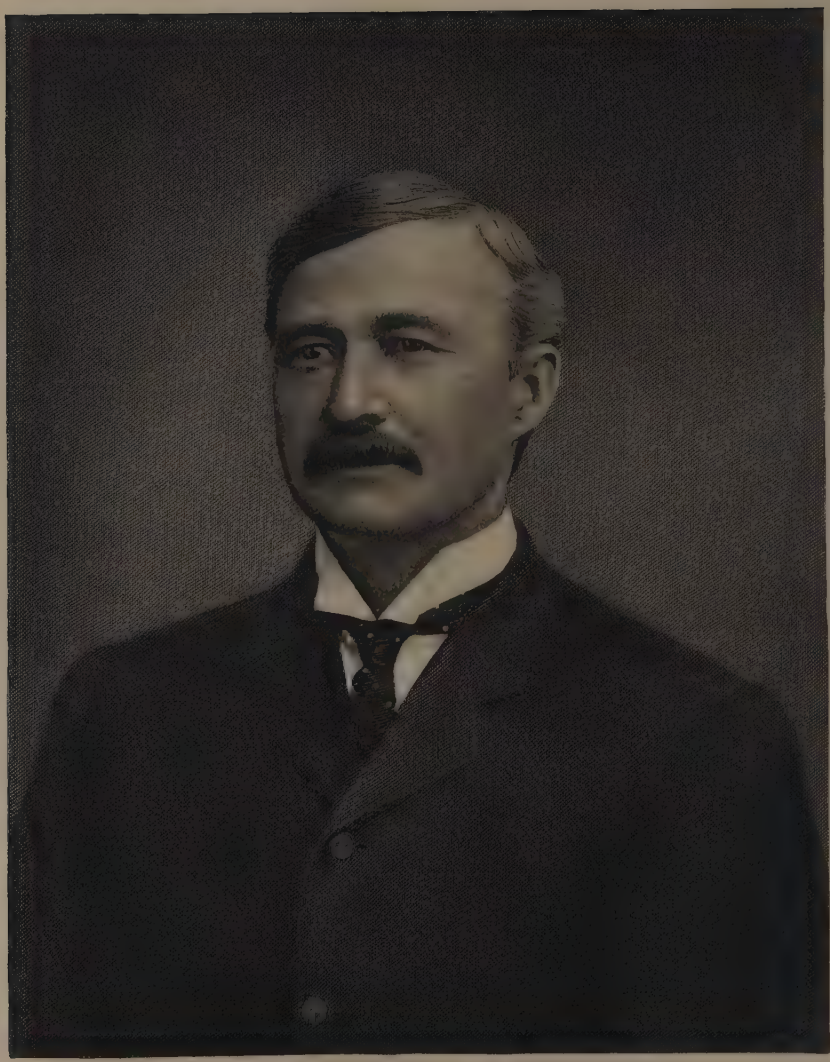
Isaac M. Dyckman

Well known as a man of strong character and great common sense, his advice was sought by people from all parts of Westchester County and the rapidly growing city of New York: it is known, for example, that Madam Jumel, who became Mrs. Aaron Burr, often came to him for legal advice. He was long the head of the Dyckman family, which from the beginning had held an honorable place in the history of New York. The first of the name in America was Jan Dyckman who came to this country from Bentheim, Westphalia, in 1660, and was one of the wealthiest patentees of New Harlem. He was a benefactor to many, for he devised a far-seeing plan of land tenure, inducing tenants to develop his farms at attractive rentals, one of which was only two hens a year! Thus practically making them presents of their leaseholds. He built a house about 1675, near the Harlem River on what is now 210th Street. During the War of the Revolution his great-grandsons acted as guides to Washington, thus incurring the enmity of the British troops who were encamped on the Dyckman meadows and the house was burned. A new house was built about 1783 by William Dyckman, when the family returned to their lands; this house, located near what is now 204th Street, close to the Post Road, now Broadway, was strongly built and still stands as an interesting relic of the days of the Dutch occupation of New York. In 1789 it passed to his son, Jacobus Dyckman, already mentioned. Two of the latter's sons were graduates of Columbia College—James Dyckman (1809), a lawyer, and Dr. Jacobus Dyckman (1811), a distinguished physician, health commissioner of New York, author and scientist, and secretary of the old Philosophical Society of New York. These sons died early and their brothers, Isaac and Michael, inherited the Kingsbridge estate. In their hands it prospered; they enlarged it on all sides until Isaac (the survivor) owned a greater tract of land than any single property holder in Manhattan Island since the earliest days, his lands stretching from the Harlem River beyond Broadway, and in places to the Hudson, and from Fort George to the extreme north of the island. Isaac Dyckman was energetic and popular, elected for many terms alderman of the upper wards of the city. Since his farm lay in the route of the great herds of cattle that were driven to New York from Westchester and Putnam Counties, he did not continue to live in the old Dyckman house, but moved into a newer one at 225th Street. Here he died in 1868. Isaac Michael Dyckman, nephew and principal heir of Isaac Dyckman, was the last member of the Kingsbridge family to bear the name and hold under individual control the extensive Dyckman properties, and he bore this distinction with honor. His grandfather Jacobus, impressed by the boy's exceptional intelligence and attractiveness, had practically adopted him when a youth of seven. His uncles too looked upon him as their successor and trained him with this in view, for the extensive estate required the greatest care and judgment, especially in view of the rapidly changing conditions incidental to the approach of a great city. Mr. Dyckman devoted much time to the management of his property but more to public improvements and philanthropic benefactions. He was noted for his earnest Christian character, his integrity, sincerity and kindness of heart, his genial and unselfish nature, and above all for the exceptional gentleness of his disposition, which endeared him to everyone. He founded in Columbia University the Dyckman Fund for the Encouragement of Biological Research and was trustee of the Dyckman Library, which some of his family had located on Dyckman land. He was a member of the New York Presbytery, also treasurer and ruling elder of the Mt Washington Presbyterian Church, to the support and activities of which he was a generous contributor. He had a deep love for literature and was devoted to the pursuit of horticulture. He was a member of the New York Geographical Society. Mr. Dyckman was married in Yonkers, 18 Dec., 1867, to Fannie Blackwell Brown, daughter of Benjamin and Hannah (Odell) Brown. Of this marriage two children were born: Mary Alice Dyckman, who married Bashford Dean, a member of the faculty of Columbia University and a curator of the Metropolitan Museum of Art; and Fannie Fredericka Dyckman, who married Alexander McMillan Welch, a well-known architect in New York. As the last of the Kingsbridge Dyckmans, Mrs Dean and Mrs. Welch have preserved the old Dyckman house, above mentioned, as a memorial to their parents, presenting it to the city together with the neighboring land, as a museum and public park. The house itself, restored to its condition prior to the year 1800, contains family heirlooms, and will long show the last house of its kind in Manhattan, with its old-fashioned garden and ancient belongings.

DYCKMAN, Fannie Blackwell (Brown), wife of Isaac Michael Dyckman, b. in Yonkers, N. Y., 16 March, 1832; d. in New York City, 18 Dec., 1914, daughter of Benjamin and Hannah (Odell) Brown. She was a granddaughter of Evert and Jemima (Dyckman) Brown, and a great-granddaughter of Jacobus Dyckman, of Kingsbridge, New York City. Her father, a prominent citizen of Yonkers, was an officer in the First Methodist Episcopal Church of that city, and a liberal contributor to its numerous activities. He was an intimate friend of James Blackwell, a member of the well-known family who in the early days were the owners of Blackwell's Island, and it was in honor of this family that he bestowed the name of Blackwell upon his daughter Fannie. Through her mother, whose maiden name was Odell, Mrs. Dyckman descended from both the Odell and Tompkins families. An early and important member of the latter family was Daniel D. Tompkins, fourth governor of the State of New York, Justice of the Supreme Court, and twice vice-president of the United States. A prominent member of the Odell family is the Hon. Benjamin B. Odell, ex-governor of the State of New York. Up to the time of her marriage, she lived at the home of her parents, on North Broadway, Yonkers, and was there educated at the Oak Grove Female Seminary. She was a devoted member of the First Methodist Episcopal Church of Yonkers, and displayed much activity and interest in all its work. On 18 Dec., 1867, she married James Frederick Dyckman Smith, son of Caleb and Hannah (Dyckman) Smith, of Yonkers, N. Y., whose name later was changed to Isaac Michael Dyckman, in memory of two uncles from whom he inherited a large estate on the northern end of Manhattan Island. After her marriage Mrs. Dyckman went to the handsome new home which her husband had built for her on this beautiful estate. She united with the Mount Washington Presbyterian Church in this community and became actively identified with its work, and a generous contributor to its support and activities. In the autumn of 1891 she moved to the residence at 15 East Seventy-first Street, which was her winter home until her death. Mrs. Dyckman was a sustaining and an honorary member of the Young Women's Christian Association of the City of New York, also a patron of the American Museum of Natural History. She was a woman of highly cultivated tastes, and of a loyal, sympathetic, kind, and generous nature. She was widely known for her practical benevolence. In her home life she was exemplary, evincing rare unselfishness and thoughtfulness for others. She was steadfast in her friendships, devoted to her family, an ideal wife and mother. She is survived by two daughters: Mary Alice, wife of Bashford Dean, professor at Columbia University, also curator of arms and armor at the Metropolitan Museum of Art, and Fannie Fredericka, wife of Alexander McMillan Welsh, a well-known New York architect.

Fannie B. Dyckman

BLAIR, Walter, educator, b. in Richmond, Va., 10 Nov., 1835; d. in Atlantic City, N. J., 12 Sept., 1909. He was a son of Walter Blair, a prominent citizen of Richmond in the first half of the nineteenth century; a grandson of Rev. John D. Blair ("Parson" Blair), who labored for years as a teacher and preacher in Hanover County, Va., and was the first Presbyterian pastor in Richmond; and great-grandson of Rev. John Blair, a native of Ireland, and long principal of the famous school founded by his brother, Rev. Samuel Blair, at Fagg's Manor, Pa., which educated such prominent men as Samuel Davies, and others prominent in church and educational work in both North and South. He was educated in the schools of his native city, and under Rev. Dr. Robert L. Dabney, pastor at Tinkling Springs, Augusta County, Va., where he was prepared for college. In 1853 he entered the junior class of Hampden-Sidney University, where he was graduated two years later with second honors. After graduation he served for two sessions as a tutor and as teacher in the grammar school connected with the university, and was for another two years assistant professor of ancient languages in the collegiate department. In 1860 he was elected professor of Latin, and given a two years' leave of absence to study abroad. While in Europe he spent most of his time at Berlin and Leipsig Universities, and then returned to his native country, only to find it in the throes of civil war. He immediately enlisted in the famous company known as the Richmond Howitzers, and was later sergeant-major in Colonel Cabell's artillery battalion, with which he served until the close of the war. He was engaged in most of the battles of the Confederate army of Northern Virginia, but was never wounded. At the close of hostilities, he returned to Hampden-Sidney University, and assumed his professorship of Latin. Later he added to this also instruction in German, and continued at the head of the classical department until 1896, when failing eyesight compelled his retirement. After 1899 he resided in Richmond. Though literary in his tastes, Professor Blair did not write much. There were several articles in reviews from time to time from his pen, and a small work on Latin pronunciation. To him and Dr. B. L. Gildersleeve is due most largely the introduction of the Roman method of pronunciation in the South. His book on this subject is still considered as one of the best authorities. After Professor Blair's death his life-long friend and fellow-alumnus, Rev. Richard McIlwaine, penned the following tribute to his work and character: "As a scholar Professor Blair stood in the front rank, having been more than once called to take up work with institutions of larger endowment and wider reputation than Hampden-Sidney. Early in his professional career he published



Elwood Haynes

a little book on Latin pronunciation, which received wide approval, exerted a large influence, and brought its author into touch with many of the most scholarly men in the country. Not long after he received the honorary degree of Doctor of Literature from Washington and Lee University. As a teacher he was punctual, regular, careful, considerate, and thorough, demanding of his students an adequate standard of attainment. As a member of the college faculty, while independent in the formation and expression of his opinions, he was always sympathetic with the judgments of his colleagues, and ever ready to concur in the maintenance of law and order and in the adoption of such measures as appeared to conduce to the production of manly character and studious habits on the part of the youth intrusted to our care." The faculty of the university also adopted the following resolutions: "For forty years filling with distinguished ability the chair of Latin, and from its establishment till his retirement that of the German language, a master of either tongue, he always with the utmost modesty stood a perfect exemplar of the courtly gentleman and cultured scholar, and we desire to place on record our appreciation of his character and services, to tender our heartfelt sympathy to his widow and daughter in their great bereavement, and to express our regret that the announcement of his death reached us too late to have representatives of the faculty join in his native city other friends and mourners in the last sad rites of honor and affection." Professor Blair married, 27 April, 1874, Ellen Donnell Smith, of Baltimore, Md., who survived him with one daughter, Ellen C. Blair.

HAYNES, Elwood, scientist and inventor, b. in Portland, Ind., 14 Oct., 1857, son of Hon. Jacob March Haynes (1817-1903), a lawyer, and for over thirty years a judge of the Indiana courts, and Hilinda Sophia (Haines) Haynes. His family is of New England origin, being descended from Walter Haynes, an Englishman, who joined the Massachusetts Bay Colony in 1636. Many representatives of the line have been engaged in mechanical or technical pursuits—notably his great-grandfather, David Haynes (1756-1837), a gold and silversmith and soldier in the Revolution, and his grandfather, Henry Haynes, a gunsmith, brassfounder and carriage-builder. Although the same surname was borne by both parental lines, the two families seem to be unrelated. Even in his boyhood, Elwood Haynes evinced scientific turn of mind. He constructed slings and bows and arrows, in the use of which he became expert; his keen powers of observation led him to study the animal and plant life of the forest region around his home; and he read the best in literature. Making his first acquaintance with chemistry at fourteen, his mind was at once stimulated to a series of experiments with such crude apparatus as he was able to construct. He produced pure oxygen gas hydrogen, hydrochloric acid, and several other chemical substances; he built a furnace and blower of ingenious construction in which he succeeded in melting brass, cast iron, and even high-carbon steel, and formed alloys of copper with tin, zinc, and nickel and even attempted to produce tungsten steel from a mixture of fused cast iron and powdered wolframite. In the fall of 1878 he entered the Worcester (Mass.) Polytechnic Institute, where he was graduated with high standing in 1881. While in this institution he conducted many original experiments, among the most brilliant of which were those made in preparation for his graduation thesis, "The Effect of Tungsten on Iron and Steel." In order to observe the effect of tungsten unmixed with carbon, he was obliged to dispense with graphite crucibles, using, first, clay, which was usually melted before the iron was fused, and, finally, lime, with which he obtained success. His alloy of iron and tungsten was readily drawn into wire at the Washburn and Moen factory. During the course of the same experiments he first produced the triple alloy of iron, tungsten, and chromium, possessing remarkable properties, which is generally known to machinists as tungsten-chrome high-speed steel. It has saved millions annually to builders of high-speed machinery. For three years after graduation Mr. Haynes taught school in his native State, serving for two years as principal of the high school at Portland. In 1884-85 he pursued a post-graduate course in chemistry and biology at Johns Hopkins University, Baltimore, and in 1885-86 taught in the Normal School of Portland. About this time the vast possibilities of the natural gas business attracted his attention, and he determined to enter it. Among his early contributions to the industry were a vapor thermostat for controlling the temperature of a room heated by natual gas, and a device for "cooling" the gas in winter time, by forcing it up and then down through a vertical looped conductor, thus condensing its moisture and rendering it comparatively "dry" before entering the feeding mains. In 1890 he became field superintendent at Greentown, Ind., for the Indiana Natural Gas and Oil Company, which was then entering upon the work of constructing its pipe line from the Indiana gas fields to Chicago. While engaged in the gas business Mr. Haynes entered upon the work with which his name is chiefly identified—the designing and building of self-propelled road vehicles. Always a scientist by instinct, he attacked the problem of mechanical locomotion on highways quite independently of all other American inventors, and with results ranking with the best achievements of other pioneers, here or abroad. Struck by the obvious shortcomings of horse traction to meet the increasing necessities of extended travel, he was led to seek some agent of propulsion that could not tire, ready for work by day or by night, without demanding rest or time for feeding, e.g., some mechanical prime mover. The steam engine he rejected because of its need of a constantly burning fire, a constant occasion of danger; the electric motor, because of the great weight and limited output capacity of the average storage battery; hence the internal-combustion engine using the vapor of some volatile and combustible liquid such as gasoline was his only recourse. Accordingly, on his removal to Kokomo, Ind., in the fall of 1892, he built his first motor vehicle, and equipped it with an upright one-cylinder, two-cycle Sintz gas engine of one horsepower. As the powerful vibration of this engine showed

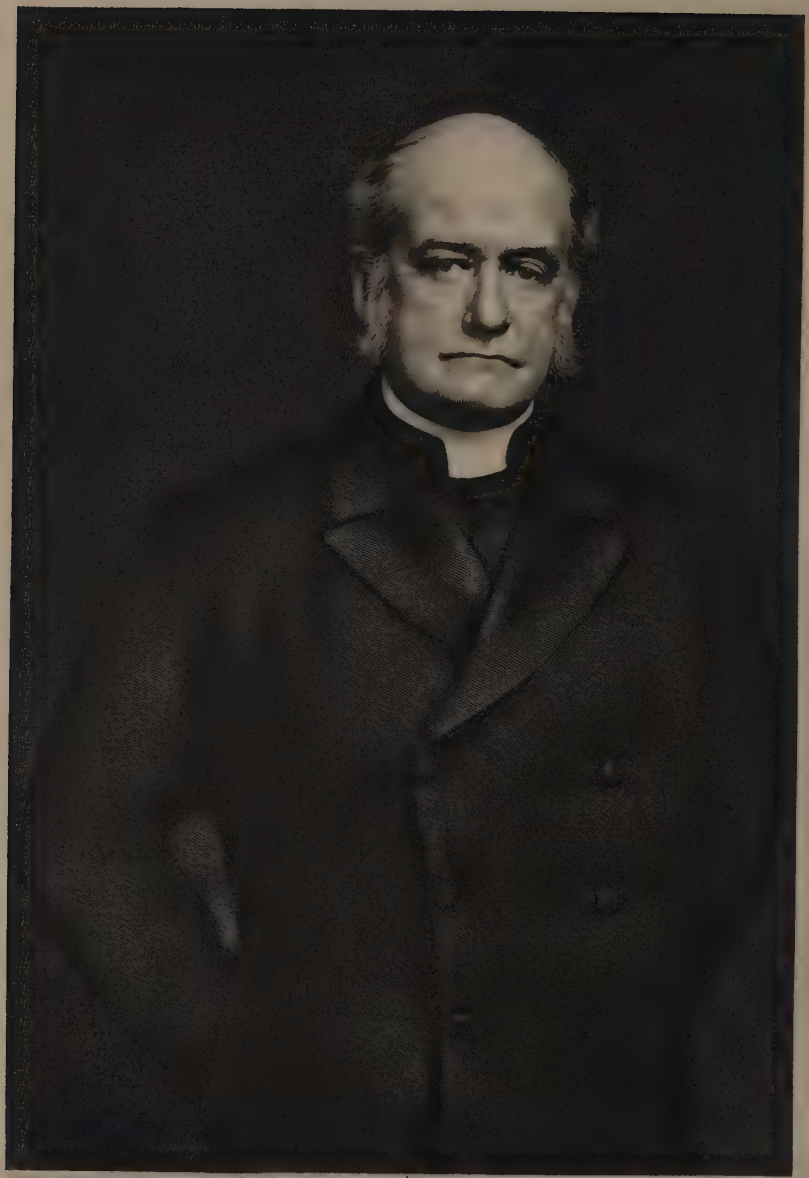
the need of a greater strength of frame than had at first been assumed, he constructed a quadrangle of steel tubing, with cast steel corner pieces, upon which the rear axle was hung, along with the motor and countershaft; the front axle was hung on a swivel, after the manner of a horse vehicle. The complete machine weighed about 820 pounds. In order to meet the demands of efficient traction, Mr. Haynes conducted an elaborate series of experiments on the behavior and proportions of rubber tires. With a bicycle trailer attached to the rear of a buckboard, he determined the draw-bar pull per hundred pounds, and therefrom determined the proper arrangements for the driving gear of his vehicle. On 4 July, 1894, the first test of the Haynes horseless carriage was made on the roads outside of Kokomo; its success being amply demonstrated by its ability to carry three passengers at an even speed of seven miles per hour over level and hilly stretches alike. This performance convinced Mr. Haynes of the great future of the automobile, and soon after he began preparations for manufacturing his invention. In 1895 he formed the Haynes-Apperson Company, which built his machines for several years thereafter. In the early days of the automobile industry in America, these were justly rated in first place, being unexcelled for speed and carrying capacity. It was the first horseless carriage in this country to use the horizontal, two-cylinder-opposed type of engine. In 1902 the business was reorganized as the Haynes Automobile Company, which still (1913) continues to produce the famous Haynes car. Meantime Mr. Haynes continued his researches in metallurgy, which have made his name even more conspicuous among engineers than have his automobile inventions with the general public. In 1895 he produced an aluminum-copper alloy (aluminum 93 per cent.; copper 7 per cent.) for use in the crank case of his automobile engine, thus achieving the first recorded instance of the use of aluminum on a gasoline motor. His formula has since become the standard for crank cases. In 1896 he introduced nickel steel in automobile construction, and in 1898, after several years of careful experiment, he succeeded in forming an alloy of nickel and chromium, which is capable of resisting all atmospheric influences and is almost insoluble in any acid. Alloys of cobalt and chromium, and of cobalt, chromium, and boron, produced some months later and showing an extreme hardness, rendering them particularly well adapted for "high-speed" machine tools, were perfected by him for use in electrical contacts and make-and-break spark mechanisms, basic patents issued for them in 1907. Continuing his experiments on cobalt alloys he has produced a metal equaled only by the metals of the gold and platinum groups, immunity from oxidation under atmospheric conditions, with a hardness superior to most forms of tempered steel. Its superiority to steel for lathe tools is already demonstrated. Mr. Haynes was married 20 Oct., 1887, to Bertha Lanterman, of Portland, Ind., a woman of broad sympathies and large mental grasp, who has effectively encouraged and assisted him in his tireless scientific researches. They have a son and a daughter.

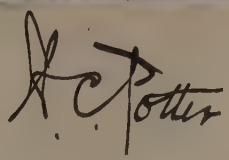
DAVIS, Richard Harding, author and playwright, b. in Philadelphia, Pa., 18 April, 1864; d. at Mt. Kisco, N. Y., 11 April, 1916, son of Lemuel Clarke and Rebecca Blaine (Harding) Davis. His father was editor of the Philadelphia "Inquirer," and later of the "Public Ledger," and published many essays and one novel. Richard Harding Davis received his education at private schools and at Lehigh and Johns Hopkins universities. Inheriting his father's taste for writing, he took the first step in a literary career by working as reporter on the Philadelphia "Record" and subsequently on the "Press." During 1889 he was in England as correspondent of the Philadelphia "Evening Telegraph," and returned late in the same year to become a reporter on the New York "Evening Sun." While on the latter paper he contributed a series of articles describing scenes in the city police courts. But his most successful work was in gaining the confidence of notorious "unhung" criminals and writing up their lives in such a way that many of them were forced to abandon their chosen occupations. While still on the reportorial staff of the "Evening Sun" his "Van Bibber" sketches, dealing with the humorous side of society life in New York, appeared in the columns of that paper. During this period Mr. Davis was also contributing short stories to various magazines. From 1892 to 1894 he was managing editor of "Harper's Weekly" and increased his reputation by a number of notable contributions to this periodical. In 1894 Mr. Davis determined to devote most of his time to fiction, and severed his connection with "Harper's Weekly" that he might work systematically on the novels he had planned. Traveling extensively for six months each year, he soon gathered a vast amount of material which he later used to great advantage in descriptive work on various quarters of the earth. Much of the material accumulated from his travels he also used in his novels, thus imparting a vivid impression of most of them. "It may be said of him," remarked Harry Thurston Peck, in the "Bookman," "that he possessed inherently a quick, unerring grasp of the essential as distinguished from the non-essential elements of a scene or of a situation; that he was born with a selective and discriminating mind; he was naturally an intellectual impressionist. But it may also be said with equal truth that he had a distinctly imaginative side to his mentality, a sensitive feeling for the undercurrents, and a romantic strain that is to some extent unusual in a mind so keenly alive to the existent and the actual." Professor Peck, in commenting on Davis' work as a journalist, continued: "During his apprenticeship to the mysteries of journalism, he became most thoroughly imbued with the journalistic theory of writing. It appealed to one side of his mentality—the practical, effective American side—and he let it master him and become his predominating motive." During Mr. Davis' career as a reporter his most noteworthy work was his report of the Johnstown flood of 1889. His account of the coronation of Czar Nicholas II in 1896 also attracted much attention. After this he served as war correspondent for the London "Times" and New York "Herald"

in the Greek-Turkish War and the Spanish-American War; and for the London "Daily Mail" and New York "Herald" in the Cuban Revolution, the Boer War, and the Russian-Japanese War. Mr. Davis' works have been translated into several languages, and it is probable that they have experienced a wider circulation than those of any American author. His works of fiction include the following: "Cinderella and Other Stories" (1886); "Gallagher and Other Stories" (1891); "Van Bibber and Others" (1893); "The Exiles" (1894); "The Princess Aline" (1895); "Soldiers of Fortune" (1897); "The King's Jackal" (1898); "In the Fog" (1901); "Ranson's Folly" (1902); "Captain Macklin" (1902); "The Scarlet Car" (1908); "Vera, the Medium" (1908); "The Lion and the Unicorn" (1899); "Episodes in Van Bibber's Life" (1899); "The White Mice" (1910); "Once Upon a Time" (1910); and "The Man Who Could Not Lose" (1911); "The Red Cross Girl" (1912); "The Lost Road" (1913). Among his books of travel are the following: "The West from a Car Window" (1892); "Our English Cousins" (1893); "Rulers of the Mediterranean" (1894); "About Paris" (1894); "Three Gringoes in Venezuela" (1895); "Cuba in War Time" (1897); "A Year from a Correspondent's Note Book" (1898); "The Cuban and Porto Rican Campaigns" (1898); "With Both Armies in South Africa" (1900); and "The Congo and Coasts of Africa" (1907); "With the Allies" (1914); "With the French in France and Salonika" (1916). After 1902 Mr. Davis occupied much of his time in playwriting. The following is a list of his plays: "The Taming of Helen" (1902); "Ranson's Folly" (1903); "The Dictator" (1904); "The Galloper" (1905); "Vera, the Medium" (1906); "The Yankee Tourist"; "Blackmail," and "Who's Who." Mr. Davis had also much ability as a musician, and composed several songs. Being greatly interested in athletics, he contributed football tales to "Harper's Weekly," the "Evening Sun," and "St. Nicholas." These stories have been highly praised. Mr. Davis was honored by decorations from the rulers of Venezuela, Turkey, Egypt, and Russia. He married first, 4 April, 1899, Cecil, daughter of J. M. Clark, of Chicago, Ill.; second, Bessie McCoy.

MUIR, John, geologist, inventor, naturalist, and explorer, b. in Dunbar, Scotland, 21 April, 1838; d. in Martinez, Cal., 24 Dec., 1914. Daniel Muir, his father, was a grain merchant in Dunbar. The Muirs trace their ancestry back through distinguished Scottish lines, while the family of Gilderoy, through which John Muir was descended through his mother, Ann Gilderoy, carried in its veins some of the best and bravest blood of the Highland chiefs who made Scotland's history. In his native town, by the stormy North Sea, the boy first showed that love of nature in the wild which later in life found expression in books that treated of trees, flowers, animals, and birds with the authority of a scientist, and yet with a tenderness that always revealed his love of anything and everything that grew or lived in the forest, the fields, and particularly in the mountains. His inborn spirit of romance was fostered by his environment, for his favorite playground as a boy was the famous old Dunbar Castle, to which King Edward fled after the defeat at Bannockburn. Built more than a thousand years ago, the old castle has so rich a legend and historic story that it was unavoidable for the expressionable boy to come deeply under its influence. In 1850, when he was twelve years of age, he came to America with his father, a sister, and a brother. His mother and three younger children were to follow later, when a home had been made for them in the New World. The sailing-ship on which they crossed the Atlantic was six weeks and three days journeying from Glasgow to New York. After considerable deliberation and almost deciding to go to the backwoods of Upper Canada, the father took the little family to Wisconsin, taking up a farm claim in the heart of the wilderness near Fox River. The last hundred miles from Wisconsin was made by wagon over the trackless prairie, just after the spring thaw, and John Muir never forgot how they stuck in the mud again and again, and how doubtful it seemed many times whether they ever would reach their destination. They got there at last, however, and the boy worked on the farm, besides doing his part toward clearing the forest, with a vigor and industry that were a matter of course with the sturdy Scottish lad. But his mind extended far beyond the borders of the farm. He had access to good books, and he not only devoured them, but he remembered what he read. At sixteen he turned his attention seriously to inventions, having early shown a bent in that direction. His first achievement in this way was a self-setting sawmill, which he made with tools fashioned by himself—bradawls, punches, and a pair of compasses—out of wire and old files; and a fine-tooth saw, which had formed part of an old-fashioned corset, capable of cutting hickory and oak. Afterward he invented water-wheels, curious door locks and latches, thermometers, hygrometers, pyrometers, clocks, a barometer, an automatic contrivance for feeding the horses at any required hour, a lamp-lighter and fire-lighter, an early-or-late-rising machine, and so forth. All these things were done either in the small hours of the morning, which he took from his sleeping time, or in odd moments during the day when farm work permitted him to use his whittling-knife to make tangible realities of his ingenious ideas. He contrived to obtain an appointment as school teacher in the periods when farm work was slack and with the money thus earned added to what he made in farming, he entered the University of Wisconsin, in 1860, for a scientific course, and paid his own way for four years. At the end of that period he began a botanizing tour which continued for years. He went into Canada, around the Great Lakes through Michigan, Indiana, and Wisconsin. Then he traversed the Southern States, visiting Cuba, and finally striking out for California. The Far West had always held a fascination for him, and when he arrived there in April, 1868, he was content to go no further. He made the Yosemite his home. Before reaching there and while exploring the swamps of Florida for certain rare plants, he was smitten with malarial fever. This illness laid him up for some time and compelled him to abandon a plan he

had formed to make his way to the headwaters of the Amazon. In the Yosemite he supported himself by herding sheep and working in a sawmill, continuing his studies in natural history at the same time. By dint of stern thrift, he saved a few hundred dollars and then set forth on a systematic survey of the Sierra Nevada. For ten years he led an isolated life in the wilderness. Hardship and peril came to him, but he never minded, and only when he needed bread did he show himself in civilization. He studied the flora, fauna, and meteorology of the region minutely, but his accomplishments as a geologist were far more important. He studied the effects of the glacial period, and he discovered no less than sixty-five small, residual glaciers on the High Sierra. Declining various flattering inducements to prepare himself for professorship in colleges, in 1876 he became one of a party connected with the geodetic survey in the Great Basin, and three years afterward, in 1879, made a tour of exploration in Alaska, where he not only discovered what is now called Glacier Bay and the enormous glacier which bears his name, but pushed on to the very headwaters of the great Yukon and Mackenzie Rivers. In 1881 he went still further north as a member of one of the party on the ship "Corwin," which went in search of the crew of the lost Arctic vessel, "Jeannette." John Muir's love for the Yosemite was little short of devotion, and he was the first to proclaim to the world the beauties of that glorious region. He wrote a series of magazine articles on "The Treasures of the Yosemite" in August and September, 1890, and it was largely through the interest awakened by those papers that the Sequoia and Yosemite national parks were established by the United States government. In the cause of forest preservation he was a vigorous and life-long worker, and his slogan, "Save the trees!" was taken up all over the land with splendid results. His published volumes are: "The Mountains of California" (1894); "Our National Parks" (1901); "Stickeen, the Story of a Dog" (1909); "My First Summer in the Sierra" (1911), and "The Yosemite" (1912). He was editor of "Picturesque California," and most of the text of that work describing mountain scenery came from his hand. In addition he was the author of some 150 descriptive articles published in various newspapers and magazines, including the "Century," "Atlantic," "Harper's," "Overland Monthly," "Scribner's," etc. John Muir was an extensive traveler. Besides exploring the North American continent pretty thoroughly, he also traveled in Russia, Siberia, Manchuria, India, Australia, South America, Africa, and New Zealand. Among his magazine contributions which are recognized as of more than common permanent value are the following: "On the Formation of Mountains in the Sierra," "On the Post-Glacial History of Sequoia Gigantea," "Glaciation of Arctic and Sub-Arctic Regions," "Alaska Glaciers," "Alaska Rivers," "Ancient Glaciers of the Sierra," "Forests of Alaska," "Origin of Yosemite Valley," "American Forests," and "Forest Reservations and National Parks." Honorary degrees were bestowed upon Mr Muir as follows: A.M., Harvard University, 1896; LL.D., University of Wisconsin, 1897; LL.D., Yale University, 1911. He was a member of the American Academy of Arts and Letters; Fellow of the American Association for the Advancement of Science; member of the Washington Academy of Sciences; president of the Sierra Club, and the American Alpine Club. John Muir was married, in 1879, to Louise Strentzel, daughter of Dr. John Strentzel, of Martinez, Cal. Mrs. Muir, having inherited, from her father, a fine fruit ranch near Martinez, Mr. Muir devoted much of his time in the latter part of his life to its cultivation, but he never permitted it to interfere with the scientific investigations which had been his life-long occupation. Probably the greatest achievement by John Muir was his successful campaign for the setting apart of the Yosemite National Park, in 1890, as a great public playground. His name has always been associated with that magnificent public acquisition, and there is never any question that it was his skillful and sincere word-painting of the natural beauties of the Yosemite that caused Congress to pass the measure which gives America the most stupendous pleasure ground in the world—a park absolutely unique in its primitive grandeur and diversified scenery. Long before the Yosemite was taken in charge by the government and held to be a people's park, John Muir knew perfectly its mountains, valleys, canyons, waterfalls, and wild denizens. He had been through it again and again. So he was well equipped as a guide when Ralph Waldo Emerson requested him to lead the way through the Yosemite Valley. It was a labor of love for John Muir, and for days he took a delight in pointing out to the "Sage of Concord" the beauties of this Fairyland of the West. That Emerson appreciated both the place and the man was announced in the emphatic remark he made when the trip was over: "Muir is more wonderful than Thoreau." The unquenchable energy and physical vigor of John Muir was well shown when, at the age of seventy-four, he returned from a wilderness journey up the Amazon and through the trackless jungles of Africa. At seventy-six he was busy on a new book, and had he lived longer there was every indication that he would write many more. After his passing away a great mass of literary material was found that obviously he had intended to turn into concrete form if his life had been longer. Much of it is contained in his "Life, Letters, and Journals," compiled by and published after his death. In 1879, when he discovered, in Alaska, the great glacier since known as "Muir Glacier," his erudition as a geologist enabled him to make an important prediction. He said that there were rich deposits of gold along the Juneau River, which could be opened up without much difficulty. Prospectors taking on his suggestion set to work the following year. The result was the establishing of the famous Treadwell mine—a bonanza—which soon paid, in virgin gold, the purchase price of the territory ten times over. Mr. Muir had many narrow escapes from death in the course of his mountain-climbing, but was never daunted. On one occasion he climbed along a three-inch ledge to the very brink of the sixteen-hundred-foot peak of the Upper Yosemite Creek "to listen to the sublime psalm of the falls." Riding on





safe for young girls, the [illegible] addressed a public letter to Mayor [illegible] York, which opened the eyes of the people to the most frightful conditions. This letter caused a real moral awakening, if not of the defeat of Tammany Hall, at the following election. Bishop Potter was frequently called upon to arbitrate controversies between employer and employed, notably in connection with the coal strike of 1902, when he was one of the mediators under the arbitration plan suggested by President Roosevelt. He [illegible]

[illegible] He carried to successful [illegible] project of building the [illegible] in the Divine in New [illegible] of his uncle, Bishop [illegible] had ended in

[illegible] cornerstone, and thereafter

"The Gates of the East—a Winter in Egypt and Syria" (1876); "Sermons of the [illegible]"; "Occasional Sermons and Addresses"; "Scholar and the State" (1897); "Addresses [illegible]"; "The East of Today and Tomorrow" (1902); "Law and Lawlessness" (1903); "The Drink Problem" (1904), and "Reminiscences of

its poorest districts [illegible] forts there; during the [illegible] summer he made his [illegible]

avalanches, crossing crevasses on glaciers, and weathering a winter storm on the summit of Mt. Shasta, freezing on one side and parboiling on the other as he lay by the acid-saturated steam of a fumarole, were some of his diversions when past seventy years of age. Once while exploring a glacier-enameled sky-peak with a missionary named Young, the latter fell to an apparently inaccessible ledge. Muir cut steps in the ice to the wounded man, and actually carried him to safety with his teeth, while he clung to the cliff's side desperately with fingers and toes. Afterward he brushed aside impatiently any reference to his feat by declaring that it was a mere incident. The modesty of true courage was characteristic of John Muir.

POTTER, Henry Codman, P. E. bishop and reformer, b. in Schenectady, N. Y., 25 May, 1834; d. in Cooperstown, N. Y., 21 July, 1908. He was educated chiefly at the Episcopal Academy in Philadelphia, and was graduated at the Theological Seminary of Virginia in 1857, receiving deacon's orders in the same year. On 15 Oct., 1858, he was advanced to the priesthood. From July, 1857, until May, 1859, he was rector of Christ Church, Greensburg, Pa., and for the next seven years rector of St. John's Church, Troy, N. Y. He then became assistant minister of Trinity Church, Boston, where he remained two years. In 1863 he was chosen president of Kenyon College, Ohio, and in 1875 was elected bishop of Iowa, but declined both offices. He was secretary of the House of Bishops from 1866 till 1883, and for many years was a manager of the board of missions. From May, 1868, to January, 1884, he was rector of Grace Church, New York City, and it was here that his high abilities as a minister and preacher were most widely noted. Here, too, he became prominently identified with many of the great philanthropic movements of the day, wielding a strong influence in movements for improving the conditions of wage earners in the metropolis. Defining the mission of the church as one that should meet man's human needs as well as minister to his spiritual hunger, he gave to the country a demonstration of practical Christianity which was epoch-making, both in church work and sociology. The chapel in East Fourteenth Street became a useful center of mission work; Grace House, Grace Church Day Nursery, and the new chantry, a beautiful group of buildings that was added to the church during his incumbency, all became factors in the extended work of the parish. In 1883 Bishop Horatio Potter, of New York, asked for an assistant, and the convention of that year unanimously elected his nephew, Dr. Henry C. Potter, assistant bishop. He was consecrated in Grace Church, 20 Oct., 1883, in the presence of forty-three bishops and 300 of the clergy, the general convention being then in session in Philadelphia. At the death of Bishop Horatio Potter on 2 Jan., 1887, he became bishop of the diocese. The work which he had begun in Grace Church, already extended beyond the limits of his parish, was now broadened so as to affect the entire diocese. He selected its poorest districts and concentrated his efforts there; during the hottest days of one summer he made his residence at the Pro-Cathedral in Stanton Street, in order to see for himself the conditions of the poor in the crowded tenements. From that day till his death the cause of tenement house reform had in Bishop Potter its staunchest champion, and the improved conditions existing today are in large measure due to his efforts. His influence was felt through the agency of civic bodies as well—as secretary of the State Charities Aid Association, as one of the founders of the Charity Organization Society, and as a fearless advocate of the political reform movements. In 1895 a movement against Tammany was afoot, but the principle of reform was about to be sacrificed by an alliance with the opposing political "machine" when Bishop Potter wrote a letter clearly setting forth the issues. This became a rallying cry for reformers and was posted on all the billboards of the city. In 1900, when he became aware of an alliance between certain criminals and the local police, who met with insolence the protests of the vicar of the Pro-Cathedral against conditions that made the streets unsafe for young girls, the bishop addressed a public letter to Mayor Van Wyck, which opened the eyes of the people to the most frightful conditions. This letter caused a real moral awakening, if not of the defeat of Tammany Hall, at the following election. Bishop Potter was frequently called upon to arbitrate controversies between employer and employed, notably in connection with the coal strike of 1902, when he was one of the mediators under the arbitration plan suggested by President Roosevelt. He rendered equally important service in connection with the strikes of the marble workers, lithographers, and other serious labor disputes. Bishop Potter administered the affairs of his diocese wisely and with unusual breadth of view till the time of his death. He carried to success the project of building the Cathedral of St. John the Divine in New York City, which was the dream of his uncle, Bishop Horatio Potter. This project would have ended in failure but for his characteristic determination and executive force. Although begun in 1873, it progressed slowly until the bishop assumed active charge. On St. John's Day, 1892, he laid the cornerstone, and thereafter pushed the work of building with such energy that up to the time of his death over $3,500,000 had been contributed. The cathedral has a cruciform plan 520 by 288 feet in extreme dimensions, and according to accepted plans will be 425 feet high to the top of the spire surmounting the great tower. It will rank with the great Gothic cathedrals of Europe, a handsome work of architecture and an appropriate monument to the energy and capabilities of the bishop. Bishop Potter published the following books: "Sisterhoods and Deaconesses at Home and Abroad" (1872); "The Gates of the East—a Winter in Egypt and Syria" (1876); "Sermons of the City" (1877); "Occasional Sermons and Addresses" (1868-82); "Waymarks" (1892); "The Scholar and the State" (1897); "Addresses to Women Engaged in Church Work" (1898); "The East of Today and Tomorrow" (1902); "Law and Loyalty" (1903); "The Drink Problem" (1905), and "Reminiscences of Bishops and Archbishops" (1906). Many

honorary degrees were conferred upon him by colleges and universities in the United States, England, and Canada; Union College giving him the degrees of A.M., D.D., and LL.D., in 1863, 1865, and 1877, respectively; D.D. from Trinity in 1884; LL.D. from the University of Cambridge, England; D.D. from Oxford University, England; D.D. from Harvard University; LL.D. from Yale University; LL.D. from St. Andrews, Scotland, and D.C.L. from Bishops College, Canada. Bishop Potter married, in 1857, Eliza Rogers Jacobs, of Spring Grove, Lancaster, Pa., who died 29 June, 1901. He was married a second time in 1902 to Mrs. Elizabeth Scriven Clark, widow of Alfred Corning Clark, of Cooperstown, N. Y. He was survived by four daughters: Mrs. Mason C. Davidge, Mrs. Charles H. Russell, Mrs. William H. Hyde, and Miss Sarah Potter, and by one son, Alonzo Potter.

SCRIPPS, James Edmund, journalist, b. in London, England, 19 March, 1835; d. in Detroit, Mich., 29 May, 1906. He was descended from a long line of ancestors, most of whom were prominent in various professions. One ancestor of his, about the middle of the eighteenth century, rebuilt the famous dome and lantern of the Ely Cathedral. A son of this Scripps emigrated to America in 1791, and settled at Cape Girardeau, Mo. Another son remained in England and founded the London "Daily Sun" and the "Literary Gazette," the latter being the first English journal of its kind. A son of this pioneer newspaper publisher became a bookbinder and was the father of James E. Scripps. When Mr. Scripps was six years of age his mother died. His father later remarried and altogether had thirteen children. The boy had been in a private school several years when his father decided to emigrate to America. The family set out in a sailing-vessel and spent six weeks in making the passage across the Atlantic. The journey was then continued westward by way of the Erie Canal and finally terminated at Rushville, Ill., which was then well out toward the frontier of civilization. Thus the boy, scarcely ten years of age, began to assist his father in making a home in the wilderness. There was little opportunity for schooling, but such as there was he used to the utmost advantage, supplemented by the close reading of such books as he could obtain. Before he was fifteen he had prepared himself for college, but was unable to enter, because of his father's limited means. It is an indication of his persistence in the pursuit of knowledge that before he had reached the age of twenty-one years, he was teaching school in winter, while continuing to work on the farm in the summer. In spite of all discouragements, however, he was determined to break through the limitations of his environment and seek a wider field of opportunities. In the early part of 1856 he went to Chicago, and entered a three-months course in a business college. After its completion, he was for several months engaged as a bookkeeper with a lumber company, and of his meager salary he carefully laid aside one-half. He scrupulously carried out this rule of saving half his salary, and in five years had accumulated enough to buy a small interest in the business. On leaving the lumber trade, he entered newspaper work in a humble capacity. His first employment was on the Chicago "Tribune," and, as a young beginner, he was assigned to the miscellaneous tasks of collecting, proofreading, and making himself generally useful about the office. His instant comprehension of the demands of newspaper work, with his capacity and industry, soon secured him an appointment as commercial and marine reporter. At this time, however, came a period of country-wide financial depression, in which the "Tribune" was deeply involved, and a large part of the office force was laid off, Mr. Scripps included. In later years he often recalled the phases through which he passed. For a time he attempted to make a living by buying and selling sheep skins, which was suddenly terminated by the offer of a position as commercial editor of the Detroit "Daily Advertiser." So he began his first work in the city which was to be the scene of his great success. Not long after, the duties of news editor were added to those of commercial editor. At the outbreak of the Civil War he determined to enlist, but so reluctant were the proprietors of the "Advertiser" to lose his services, that they made him a tempting offer of partnership. He had already resigned his position, but this offer induced him to remain in Detroit and he devoted his pen to patriotic writings. Hardly a year had elapsed when, in 1862, he brought about a consolidation of the "Advertiser" and the "Tribune," becoming business manager, and later managing editor of the new enterprise. The "Tribune" was an afternoon newspaper and the "Advertiser," a morning newspaper. From this time on the enterprise was operated successfully and paid large dividends throughout the war. Some disagreements with his partners caused him to dispose of his share in the business, in February, 1873, after which he founded the "Evening News," the first copies of which came from the presses in the old "Free Press" Building. The subscription list reached 10,000 before the first edition was issued. At first some difficulties were encountered in obtaining adequate facilities of the print shops of that period, and half of the subscribers were compelled to go without their daily newspaper. The subscription list was divided. The mechanical inability to supply the required number of copies spurred the owner of the "News" to greater efforts and soon the paper was installed in its own building at the corner of Shelby and Congress Streets, with the best machinery of the time at its command. When the mechanical difficulties had been overcome the subscription list rose by leaps and bounds, and finally the "News" became the most important daily newspaper, not only in Detroit, but also in the State of Michigan. Mr. Scripps, conscious of his lack of early training, and true to the resolve he made when standing on the threshold of his business life, made no compromises with difficulties, but threw his entire energy into doing one thing and doing it well. Nor was it a work without difficulties. In one of his writings to youth on "How to Succeed in Business," he recalls a time when only "lack of nerve" on his part saved him from going into the hands of a receiver. In the flush times of 1864 to 1866 he bought real estate

in the city, and when the reaction came in 1866 with the depreciation of paper dollars, its high rates of interest, depression in business, his resources were so reduced that he was in sore straits. The lots on Trumbull Avenue, upon which the present splendid Scripps home now stands, were a part of this property which he was likely to lose if he went into bankruptcy. "I got behind in my payments," he wrote. "Had it come to this? The man from whom I bought threatened to throw me into bankruptcy. After all my toiling and saving, after all my prudence and care and self-denial, the threat came like the last straw. I resolved to give up the fight and join the ranks of the 98 per cent." He asked a friend to come to his house, intending to request him to act as assignee. Conversation touched upon every subject but the one uppermost in the mind of Mr. Scripps. "My spirits flagged rather than gained," he wrote, "and to my great disgust he took up his hat and departed, leaving me still in the ranks of the 2 per cent." He sacrificed heavily, relieved himself of the "terrible incubus of debt," and went ahead with the same determination as before. His success with the "Evening News" encouraged him to similar enterprises elsewhere. In 1878 the "Press" was established at Cleveland; the "Chronicle" at St. Louis, and in 1881 the "Post" was purchased and reorganized at Cincinnati. During this period Mr. Scripps had the aid of able and energetic assistants. His brother, George H. Scripps, who had been with him practically from the foundation of the "News," and who had brought the talent of careful but intelligent economy to the task of supervising the business interest of the paper, was long his confidential agent. His sister, Miss Ellen B. Scripps, was also a valued counselor in addition to being a most efficient member of the staff, which was further strengthened by the loyalty of another brother, E. W. Scripps, who gained his first knowledge of the newspaper publishing business in the office of the "News," and afterward expanded his personal ventures, until he became one of the largest newspaper publishers in America. From that time on newspapers founded on the Scripps idea, and by men who were associated with the "News," continued to be established in many of the principal cities of the country. Perhaps no better idea of the influence and enterprise in the newspaper field could be given than in the following list of papers and kindred enterprises which were the direct result of the foundation venture in 1873: The Detroit "News," the Cleveland "Press," the Cincinnati "Post," the St. Louis "Star-Chronicle," the Covington (Ky.) "Post," the Akron (Ohio) "Press," the Toledo "News-Bee," the Grand Rapids "Press," The Toledo "Times," the Columbus "Citizen," the Bay City "Times," the Baltimore "World," the Indianapolis "Sun," the Kansas City "World," the Omaha "News," the St. Paul "News," the Des Moines "News," the Minneapolis "News," the San Diego "Sun," the Los Angeles "Record," the Seattle "Star," the San Francisco "News," the Tacoma "Star," the Fresno (Cal.) "Tribune," the Spokane "Press," the Sacramento "Star," the Denver "Express," and added to these was the Scripps-McRae Press Association and the Newspaper Enterprise Association. The circulation of these newspapers is more than 1,000,000 copies daily, a large part of which is in Michigan. The policy followed in the management of these many newspapers, initiated by the Scripps enterprise, was peculiar, at that time at least, in that they were not permanently partisan in politics. Mr. Scripps considered it the function of every newspaper to champion what was of the best interest of the community in which it exercised its influence, and that could not always rest with one party. Therefore, the Scripps newspapers supported whichever party seemed most closely identified with local interests. In politics, Mr. Scripps was a Republican, having cast his vote for Fremont in 1856, and adhered to the party loyally, until compelled to part with it on the question of coinage in 1896. His interest in practical government was always keen, and many of his writings dealt with the political problems of Detroit and Michigan. For politics followed for the sake of personal gain, he had only the most profound contempt, but for the serious-minded attempt to solve governmental problems through conference and votes of qualified representatives he had a deep respect. It was his opinion that no citizen of Michigan was too good to hold a seat in the State legislature. In 1897 he wrote that if a capable man's patriotism did rise to the height of a seat at the State Capitol, he had no right to aspire to a seat in Congress, nor in the U. S. Senate. His first campaign for public office was in 1884, when he was nominated to represent his district in the State legislature. At this day it is interesting to specify the reason for this campaign. He had offered large sums of money and priceless paintings to establish a public art gallery in Detroit. There was no law under which such an institution could be conducted and he determined that if elected to the legislature he would be instrumental in having one passed. Although his nomination in 1884 was made by Republicans the bitterness which existed in 1873, when he refused to allow his newspaper to degenerate into a party organ, caused a formidable opposition to him and he was defeated. In November, 1902, he was nominated for senator from the Third Senatorial District. He was endorsed by the Democrats and his election was, therefore, a certainty. It was his intention to urge beneficent legislation in regard to greater liberty of home rule in Detroit; the incorporation of philanthropic loan associations; the improvement of the Wayne County jury system, and to promote other legislation for the welfare of the people. He devoted himself to his senatorial duties with the same energy with which he managed his private affairs. He refused to recognize the machine in legislation, and the machine in consequence refused to recognize him. For weeks throughout the session of 1903 he worked conscious of the insurmountable opposition machine politics was preparing for all of his measures. Finally stung by the many discourtesies, he arose to a question of privilege on 5 May, 1903, and in a speech that was not soon forgotten he exposed the machinations of the politicians in the senate, and appealed to the State for a sign of the justice of his measures.

Returning to his home, he decided to enjoy the immunity from care to which his age and previous labors had entitled him, and he left the fight in younger hands. He did not cease writing, however, and questions of taxation, civic improvement, and street railway franchises engaged his pen at frequent intervals. In his home he found his principal pleasure and, although it contained art treasures and a magnificent library and was sumptuously furnished, the home atmosphere was never destroyed. He was extremely simple in his personal tastes, and it was his delight to spend his time in the company of his faithful wife and his devoted family. During the last two decades of his life he traveled extensively abroad always with Mrs. Scripps, and collected art and literary treasures. No account of Mr. Scripps' life however brief could be complete without reference to his connection with the Detroit Museum of Art. He was one of the first trustees and founders of this museum, to which he presented a collection of valuable paintings, including many of the old masters. These pictures he had himself sought out on his travels abroad and purchased with infinite care; one picture alone, the "Immaculate Conception" by Murillo, cost him $24,000. For a while Mr. Scripps served as park commissioner. During his administration many of the admirable features of the Detroit park system were completed, besides which he considerably enlarged the area by private donations. After his death, in 1907, Scripps Park, at Trumbull and Grand River Avenues, was enlarged by a further extension of land consisting of the magnificent residence and grounds occupied by George G. Booth, which was remodeled for use as a public library, known as the Scripps Library. Mr. Scripps was also deeply interested in architecture, a taste probably inherited from his great-grandfather, of Ely Cathedral fame. He erected in Trumbull Avenue, a true though somewhat miniature representation of the fourteenth century English Gothic Church, this edifice costing him upward of $75,000. Unfortunate circumstances made its completion, as he had planned it, impossible. As a book collector, Mr. Scripps was scarcely less active than as an art collector. What he did for the public school system of the city is testified to by the fact that one of the public schools is called the "James E. Scripps School." On 16 Sept., 1862, Mr. Scripps married Harriet J., daughter of Hiram King and Mary Ann (Warren) Messinger, who came to Detroit from New England in 1852. Of their six children four survive: Ellen W., now Mrs. George G. Booth; Anna V., now Mrs. Edgar B. Whitcomb; Grace M., now Mrs. Rex B. Clark; and William E. Scripps, upon whom the mantle of his father has most worthily fallen.

BEVERIDGE, Albert Jeremiah, U. S. Senator, b. on an Ohio farm on the border of Adams and Highland counties, 6 Oct., 1862, son of Thomas H. and Frances E. (Parkinson) Beveridge. After the Civil War the family removed to Illinois, where a life of hardship and privation made up the years of his boyhood. At twelve he was a plowboy, at fourteen a railroad laborer, and at fifteen a logger and teamster. Still he managed to attend school and even high school. He worked his way through De Pauw University (Ind.) and was graduated Ph.B. in 1885. In the same year he took the first prize in the state and interstate collegiate oratorical contests. After some time spent on a Western ranch to regain his health, impaired by overstudy, he read law in the office of Senator McDonald, soon after becoming managing clerk. He was admitted to the bar and was associated with McDonald and Butler at Indianapolis, until a few years later, when he began practice for himself. He became identified with many important cases, and, affiliating himself with the Republican party, acquired distinction as an orator and campaign speaker. On 17 Jan., 1899, he was elected U. S. Senator to succeed David Turpee, Democrat, and in 1905 was re-elected for the term ending 4 March, 1911. Soon after his first election he visited the Philippines and China to investigate conditions with respect to American politics, and he concurred in the findings of the Philippine Commission, which indorsed the policy of quelling the insurrection and retaining control of the islands His first speech in the Senate, 9 Jan., 1900, was an argument for co-operation with the administration in the pursuit of this policy. In 1906 he introduced in the Senate a bill to prevent the employment of children in factories and mines, which was referred to committee. Soon after, a bill to prohibit child labor in the District of Columbia, already passed by the House, was reported by the committee, and Senator Beveridge endeavored to amend it so as to prohibit interstate commerce in the products of factories employing child labor. He vigorously supported his amendment against persistent opposition, the arguments, supported by sworn evidence, and copious quotations from authorities, occupying three days. He called the attention of labor to the fact that "child labor tends to bring down manhood wages and womanhood wages to the child-wage level," and ably argued the constitutional power of Congress to ameliorate labor conditions through its control over commerce. He explained our much-vaunted "free institutions" to mean that we are "free to correct human abuses" and concluded: "To see this Republic of free and equal men and women grow increasingly, with each and every year, as the mightiest power for righteousness in the world has been and is the passion of my life—a nation of strong, pure human beings; a nation of wholesome homes, true to its holiest ideals of man; a nation whose power is glorified by its justice and whose justice is the conscience of scores of millions of free, strong, brave people. . . . Mr. President, it is to make such a nation still surer of this holy destiny that I have presented this bill, to stop the murder of American children and the ruin of future American citizens." Though unsuccessful in its passage the bill gave impetus to other anti-child labor legislation and a movement which is still far from its ultimate end. Senator Beveridge was active in promoting a number of other reform measures, including pure food legislation and the income tax amendment. At the end of his second term he resumed the practice of law in Indianapolis. He is the author of "The Russian Advance" (1903);

John M. Parker

"The Young Man and the World" (1905); "The Meaning of the Times" (1907), and several contributions to magazines. He married, first, in 1887, Katharine Longsdale, of Greencastle, Ind. (d. 1900), and, second, in Berlin, Germany, 1907, Catherine Eddy, of Chicago, a sister of Spencer Eddy of the U. S. diplomatic service.

BARKER, John Henry, manufacturer, b. in Michigan City, Ind., 4 Feb., 1844; d. there 3 Dec., 1910, son of John (1814-78) and Cordelia E. (Collamer) Barker. His father belonged to that sturdy type of liberalized New England Puritans who figured prominently in developing the resources of the Middle West. In the spring of 1836, John Barker located in Michigan City, Ind., where he opened a general store, supplying the needs of the pioneers and Indians of that early period. As railways had not been constructed in Northern Indiana up to that time, Lake Michigan furnished the only avenue opening to the world markets, and grain produced upon the farms in that section was taken to Michigan City in wagons and sold to elevator proprietors. The elder Barker devoted considerable time to the purchase, storage, and shipment of grain and, in addition to his elevator, built a pier to facilitate the shipments. When Frederick Haskell, Hiram Aldridge, and Mason G. Sherman came to Michigan City, from Ogdensburg, N. Y., in 1852, for the purpose of manufacturing railroad cars, he purchased an interest in the new enterprise. Three years later he increased his holdings in the business, and the firm style became Haskell, Barker and Aldridge. Upon the retirement of Mr. Aldridge, in 1858, the firm name was changed to Haskell and Barker, continuing until 1871 when the business was incorporated as the Haskell and Barker Car Company. John Henry Barker was educated in the public schools of his native town, and at the age of thirteen years entered Racine College, Racine, Wis., where he remained two and one-half years. He revealed an unusual aptitude for business detail, and at the age of eighteen years removed to Chicago, Ill., where he obtained employment in the sugar warehouse of J. H. Dunham. Later he accepted a position with Pollard and Doane, wholesale grocers, in Chicago, and, after one year in this position, removed to Springfield, Ill., where he engaged in the wholesale grocery business in partnership with LaFayette Smith. At the end of three years, he sold his interests in Springfield to Mr. Smith and Charles M. Hay, and returned to Chicago. Here he again entered the grocery trade as a member of the firm of Meeker and Barker, in partnership with William H. Meeker. Upon the retirement of his father from active business in 1869, he returned to Michigan City, Ind. His father offered him the direct management of the Haskell and Barker Car Company, at which time the building capacity of the plant was but two cars per day, and the buildings covered two acres of ground. He declined the offer of management, preferring instead a position as clerk. After several months of faithful service, he acquired a business-like grasp of detail, and, in 1884, when the estate of his father was settled, he purchased the interest of Mr. Haskell, and was made president of the company. From this period up to the time of his death, he devoted his energies toward building up the plant until it occupied approximately one hundred acres, and the output was sixty cars per day. Mr. Barker was a man of simple tastes and quiet demeanor, but whose strong personality impressed itself upon those who knew him, emphasizing in a marked degree precision, prudence, and determination. He possessed a faculty for persistent application, and displayed the intrinsic worth and force of his character, combined with good judgment, making his advice highly valued by all who came in contact with him. Mr. Barker revealed a great love for his native city, and, as a memorial to his three children who died in early childhood, he built and furnished completely the Barker Hall, a parish house and school in connection with Trinity Episcopal Church. He was also a principal contributor to the church edifice erected in 1890, and to the new library building. At his own expense he erected a pavilion and band stand in Washington Park, Michigan City, Ind., modeled after the peristyle at the World's Columbian Exposition. Mr. Barker was a member of numerous exclusive clubs, among them the Chicago Club, of which he was a director, and the Union League Club of Chicago. On 28 Aug., 1873, he married Mrs. Jane Miller Brooks, who died 3 April, 1891. Of this union were born three children, Cordelia, Eugenia, and Wallace Barker. On 14 Feb., 1893, he married Katherine, daughter of Martin Fitz-Gerand, of Manchester, N. H. She died in Chicago on 22 May, 1910. They had one son, John Henry, Jr., who died early, and one daughter, Catherine Barker, now the wife of Howard Henry Spaulding, Jr., of Chicago.

GROSVENOR, Gilbert Hovey, editor, author, b. in Constantinople, Turkey, 28 Oct., 1875, son of Edwin Augustus and Lilian (Waters) Grosvenor. He is a direct descendant of Edward Winslow, second governor of the Plymouth colony, who came over to this country in the "Mayflower," in 1620. For the first fifteen years of his boyhood Mr. Grosvenor remained in the city of his birth, where his father was on the faculty of the college established there by philanthropic Americans for the education of the Christian youths of the Turkish Empire. Naturally he there enjoyed exceptionally good opportunities to acquire the foundation to his later education. In 1890 he came to this country and after further preparatory studies entered Amherst College. Here he took the Armstrong, Hogan, and Ladd prizes for writing, as well as the Walker prize for mathematics, amounting to $200.00, sophomore year, and the Hyde prize of $100.00 for oratory, senior year. He divided with his twin brother, Edwin P. Grosvenor, the first and second sophomore prizes in Latin, and in senior year he was on the commencement stage. With his brother he was tennis champion in doubles, senior year. In 1897 he graduated with the degree of B.A. (magna cum laude). For two years after leaving college Mr. Grosvenor taught Latin, mathematics, and chemistry in Englewood Academy, in New Jersey. He then became associated with the "National Geographic Magazine," in Washington, D. C., first as assistant editor, then as managing editor, and at present he is editor of the publication.

At the same time, in 1899, he became director of the National Geographic Society, of whose activities he has been in charge ever since. On assuming charge the membership of the society amounted to 900; through his constant efforts the members now number 500,000, so that today the National Geographic Society is the largest scientific educational association in the world. Mr. Grosvenor's literary activities, however, have by no means been confined to editing. He is also known among a wide circle of readers as a writer, largely of articles and books on travel and descriptive of foreign countries. His style is peculiarly lucid and graphic, therefore especially adapted to this class of literature. Most of his articles have appeared in such magazines as "Century," "Popular Science Monthly," and his own publication, the "National Geographic Magazine," and he has also written a great deal for the Smithsonian Institution Reports. In more permanent form, however, he has written "Russia" and "The Land of the Best." He is the editor of "Scenes from Foreign Lands" (in four series: 1907, 1909, 1912, 1916); "Scientific Report of the Ziegler Polar Expedition," and associate editor of "The Proceedings of the Eighth International Geographical Congress." Besides the society of which he is director Mr. Grosvenor is also councilor of the Archeological Institute of America; chairman of the executive committee of the board of directors of the American Association to Promote the Teaching of Speech to the Deaf; a director of the American Security and Trust Company; of the Equitable Co-operative Building Association; and of the Associated Charities. By the appointment of President Wilson he is also a member of the Board of Visitors of the Government Hospital for the Insane. On 23 Oct., 1900, Mr. Grosvenor married Elsie May Bell, daughter of the celebrated inventor of the telephone and educator, Alexander Graham Bell. They have had six children: Melville Bell, Gertrude Hubbard, Mabel, Lilian Waters, Alexander Graham Bell, and Elsie Alexander Grosvenor.

PAYNE, Cheals W., landowner, b. in Lincolnshire, England, 11 Aug., 1846, son of George and Eliza (Cheals) Payne. His early years were passed in his native country, where, also, he acquired his education, but in 1870, at the age of twenty-three years, he came to the United States, in company with his brother, George Payne. The brothers, having been attracted by the exceptional opportunities to be found in the Middle West, journeyed at once from the coast, and settled on a farm which they rented in Clinton County, Ia. With characteristic energy they took up the task of tilling the fields and raising good crops, and for seven years lived upon that place. In the fall of 1877 they removed to Crawford County, and purchased the farm upon which Mr. Payne still lives. Believing that the land must necessarily rise in value with the development of the district and the settlement of the county, they began buying up and speculating in property, and were also among the pioneers in raising, feeding, and shipping stock. They continued to purchase land in this county, and other parts of the State, until at the present time Cheals W. Payne is the owner of several fine and valuable farms in Crawford County, and is associated with a partner in the ownership of 14,000 acres in this county and in the vicinity of Sioux City, Ia. They also own 40,000 acres in Nebraska, and Mr. Payne owns individually 9,000 acres in Colorado. He has thus become one of the most extensive landowners of Iowa, and in all his investments has shown keen discrimination and sound judgment. Two business blocks in the village of West Side, together with an elevator and six lots on which it stands, are also his property. He is the president of the Valley Bank of West Side, and has been the promoter of various interests of a public and semi-public character. He and his brother George continued in partnership until 1884, when the brother sold out and returned to England with his family. While Mr. Payne has prospered in the conduct of extensive and important business affairs, his success is to him a matter of gratification because it enables him not only to provide handsomely for his family, but also to do much for educational activities, in which he is particularly interested. He has contributed $87,000 to the Morningside College near Sioux City, Ia., and has also been a generous supporter of other educational movements. He is a firm believer in the cause of education as a preparation for life's practical and responsible duties, and as an element in the development of high and honorable character. He has long been a member of the board of trustees of Morningside College. Mr. Payne married 18 Feb., 1885, Mary, daughter of John S. and Emily (Evison) Dannatt, of Clinton County, Ia., both natives of England. Mr. and Mrs. Payne have had two children: Ethel M. (b. 15 Dec., 1886, d. 28 May, 1887) and Arthur Cheals, born 19 March, 1896. The family are members of the local Methodist Church, of which Mr. Payne is a trustee, while his wife is one of the stewards. They are interested in all that pertains to the educational and moral, as well as the material progress of the community, and their influence is always on the side of right, progress, reform, and truth. In all of his business dealings Mr. Payne has never taken advantage of the necessities of a fellow man, but has always achieved his success through the exercise of sound judgment and unfaltering industry.

INGERSOLL, Robert Green, lawyer, orator, b. in Dresden, N. Y., 11 Aug., 1833; d. at Dobbs Ferry, N. Y., 21 July, 1899, son of the Rev. John and Mrs. Mary (Livingston) Ingersoll. Of his paternal ancestors nothing is known except that they were of English origin;

through his mother he was a member of the same Livingston family which was represented during Colonial days by Robert R. Livingston, one of the committee of five which drafted the Constitution of the United States and who, as chancellor of the State of New York, administered the oath of office to Washington on his first inauguration as President. His father, the Rev. John Ingersoll, was an orthodox Presbyterian minister of aggressively outspoken abolitionist views. On this account he was never able to hold any of his charges for a long period and the family led a more or less itinerant existence. Within three months after the birth of Robert they removed to New York City, then lived for brief periods in various small towns in Wisconsin, Michigan, Indiana, Kentucky, Ohio, and Illinois. When the boy was about three years of age his mother died; subsequently the father married again. Finally the father found a permanent charge in Ashtabula, Ill., and here it was that the boy spent most of his childhood. At times he was able to attend the public schools, but the greater part of his early education was acquired under the tuition of clergymen, including his father. The elder Ingersoll was a strict disciplinarian, though by no means harsh or unkind, but he trained his children, two sons and three daughters, in the strictest precepts of his own orthodox creed. Those who knew Robert during this period of his life describe him as a healthy, restless, mischievous, but a genial child; a true boy, quick-witted and intelligent, but by no means studious. Yet as he grew somewhat older he became an omnivorous reader, being especially fond of history, philosophy, science, and poetry and even of fiction, though this latter class of literature was not easily obtainable then and there. Early in his youth he discovered Robert Burns and Shakespeare, and these two ever remained his favorites. When Ingersoll was nineteen, in 1852, his education was considered completed; his father was not at the time financially able to give him a collegiate training, and the youth began teaching school, in Metropolis, Ill. This vocation he only followed for a brief period, however, for he lost his position through the expression of those feelings, or opinions, through which he was later to become famous throughout all the civilized world. Already at the age of eight or nine he had begun to doubt the doctrine of eternal punishment, and by this time the doubt had developed into a passionate hatred of the institution which could inculcate such a savage creed into the minds of the masses. He was boarding in Ashtabula at a house in which several clergymen were also residing for a time. Religious discussion took up the greater part of each meal-time, but for a long time young Ingersoll had taken no part in it. Finally one of the clergymen asked him directly, what was his opinion concerning baptism. "I should think it was very beneficial—with soap," replied Ingersoll. This retort presently cost him his position; the local school board was of the opinion that one holding such views was no fit person to teach the young. From Ashtabula, Ingersoll went to Marion, Ill., where his father then held his charge, and began studying law in the office of the Hon. Willis Allen and his son, William Joshua Allen, the former having been a United States Congressman while the son was a representative in the State legislature and later a judge of the U. S. Circuit Court. While pursuing his studies here Ingersoll earned his living by rendering assistance on the records in the office of the clerk of the county and circuit courts. To those who knew him at this time he gave the impression of being rather indolent; certainly he showed no extraordinary ambition. Much of his time was spent with the village sages in the general store. Nevertheless, two years later he successfully passed his examinations and was admitted to the bar, together with his older brother, Ebon Clark Ingersoll. He did not immediately begin to practice, however, but was for some months employed in the Federal Land Office, at Shawneetown, Ill., then as deputy to John E. Hall, clerk of the county and circuit courts. It was here that Ingersoll became interested in politics and as his associates were Democrats it was with that party that he first affiliated himself. When Hall was shot and killed, some time later, as the result of a political feud, Ingersoll had already acquired so much influence that there was some talk of electing him to the vacant office. Before the end of the year he formed a partnership with his brother Ebon and they opened a law office, immediately gaining a successful practice. In fact, so successful were they that in 1857 they were encouraged to remove to Peoria, Ill., at the suggestion of their clients in that city, already beginning to assume some importance as a manufacturing center. Here Ingersoll came into contact with some of the best legal minds of the Middle West, among them Lincoln and Douglas and at one time he had as a partner, besides his brother Ebon, the illustrious Judge Sabin D. Puterbaugh, author of "Common Law Pleadings and Practice" and "Chancery Pleading and Practice." Meanwhile his interest in politics continued. In 1860 the Democrats nominated him as their candidate for Congress, to run against Judge William Kellogg, the Republican nominee. It was an unusually bitter and hard fought campaign and is still remembered by some of the older residents, who were children at the time. During this campaign Ingersoll shot up into prominence as an extraordinary orator; his fame spread throughout the State and it was generally conceded that his opponent made a poor showing by contrast. The peculiar feature was that it was the Republican nominee who excused, if he did not defend, slavery, while Ingersoll's bitterest sarcasm and sharpest darts of denunciation were directed against the institution for which his party was supposed to stand. Nevertheless, he was defeated; Lincoln swept the State and carried the Republican candidate along with him. Nor was Ingersoll to remain a Democrat for long. When the first shot of the Rebellion was fired on Sumter, in April of the following year, he immediately renounced his allegiance to his party and joined the party of Lincoln. Shortly before that event, however, at Pekin, Ill., he delivered the first of those anti-theological lectures which were later to gain him such wide fame, its title being "Progress." Naturally, being already widely

known in the State as a political speaker of unusual talent, this speech on so different a subject caused a great deal of comment, most of it adverse. If he at that time had any ambitions for political office he was by no means furthering them by following this course, but whatever his ambitions, there can be no doubt that Ingersoll placed his convictions far above them. Another event of great importance occurred to him shortly afterward. It was while engaged on a case in Groveland, Ill., that he made the acquaintance of Mr. and Mrs. Benjamin Weld Parker, formerly of Boston, a family of extremely high culture and education, especially noted throughout that section of the country on account of their anti-religious views, for in those days atheists, or agnostics, were extremely rare and few had the temerity to express their radical opinions. With this family Ingersoll became very intimate and was no doubt largely influenced by them to devote more thought to the subject upon which he had already discoursed in "Progress." In their daughter, Eva A. Parker, he found the object of his first romantic attachment. On 13 Feb., 1862, they were married, rather sooner than had been planned, because of the fact that Ingersoll had determined to fight for the Union cause and his departure for the front was imminent. In the summer and autumn of the previous year, shortly after the beginning of hostilities, he had assisted in recruiting and organizing three regiments of volunteers. The last of these, the Eleventh Illinois Cavalry Volunteers, broke camp on 22 Feb. and went to the front, with Ingersoll in command as colonel of the regiment, a little over a week after his marriage. Ingersoll's military career was brief, but extremely creditable to him. He distinguished himself in the Battle of Shiloh, the first big engagement of the war, and took a prominent part with his regiment in the engagements at Bolivar and at Hatchie River, in Tennessee, his command suffering severe losses. In December of that same year, 1862, Colonel Ingersoll was sent by his superior with a force of several hundred of his own men and two guns of the Fourteenth Indiana Battery to intercept a raid which the Confederate General Forrest was reported to be making into Tennessee toward Jackson. Near Lexington, Ingersoll's command came in contact with the enemy, but in such overwhelming numbers was the latter that there could have been no question as to what the result of an engagement would be. Yet Ingersoll determined to make a stand. The disaster which resulted to his force was, however, facilitated by the neglect of an officer to destroy a bridge which Ingersoll had commanded to be done. His men were scattered by the first heavy assault of the enemy, Colonel Ingersoll being taken prisoner while still standing beside the cannon which had been pounding the enemy's ranks throughout the engagement. He surrendered to General Forrest personally and here on the battlefield the two men began a friendship which lasted throughout the rest of the life of the famous old Confederate cavalry leader. Shortly afterward Ingersoll was released on parole and went to St. Louis, Mo., waiting to be exchanged. But this matter was delayed so long that finally he resigned and returned to Peoria and to civil life. In 1867 Ingersoll was appointed attorney-general of Illinois and served in this office for two years, when it was made elective. During this period, in May, 1868, the Republican State Convention was held in Peoria and Ingersoll was nominated Republican candidate for governor by a choice of three-fourths of the delegates. But immediately some of the more sagacious, remembering Ingersoll's expressed views on religious matters, questioned the wisdom of that choice. Accordingly a committee was appointed to confer with him and obtain a pledge from him to the effect that he would, in brief, renounce his position on theology. Meanwhile the convention adjourned to await the result. To this committee Ingersoll made the following reply: "Gentlemen, I am not asking to be governor of Illinois. . . . I have in my composition that which I have declared to the world as my views upon religion. My position I would not, under any circumstances, not even for my life, seem to renounce. I would rather refuse to be President of the United States than to do so. My religious belief is my own. It belongs to me, not to the State of Illinois. I would not smother one sentiment of my heart to be the emperor of the round globe." There can be no doubt that with his natural talent for politics, his remarkable abilities in speaking, his firm grasp of the principles of law and government, Ingersoll might have aspired with much hope to any office in the land. Later he was to become one of the most popular men on the political platform, drawing greater audiences than presidential candidates themselves. But those few words spoken to the committee from the Republican State Convention in Peoria forever killed whatever career the future might otherwise have held open to him in this direction. Rather than keep silent Ingersoll sacrificed it. He now continued his law practice, but still gave himself up a great deal to lecturing. The most notable lectures he delivered during the few years that followed were "The Gods" (1874); "Heretics and Heresies" (1874); and "The Liberty of Man, Woman, and Child." In 1875 he visited Europe with his family. It was in the year following, in 1876, at the Republican National Convention, held in June, that he suddenly leaped into national prominence on making the nomination speech for James G. Blaine as presidential candidate. Not only were his immediate hearers deeply impressed by his eloquence, but his speech was reported in full by the press throughout the country and much commented upon. During the rest of the campaign he continued stumping the country for Hayes, though mainly in New York, New Jersey, Pennsylvania, Maine, Ohio, Illinois, Indiana, and Wisconsin. Before the date of the elections he was familiar to the people of the nation and wherever he spoke he drew tremendous crowds. Perhaps his most notable speech was the one he gave in Indianapolis on "Visions of War," delivered before a great open air meeting. During the speech a heavy thunder shower began beating down on the assembled crowds, yet not a person moved and every person present must have been drenched

to the skin. As Ingersoll concluded James Garfield, who was present, under the impulse of his strong emotion, leaped to his feet and embraced Ingersoll with streaming eyes. After the close of the political campaign Ingersoll continued with his anti-theological lectures, and where formerly he had awakened nothing but admiration, he now excited a great deal of anger and bitter retort. His tours now extended as far as San Francisco; during this period he delivered "The Ghosts," "My Reviewers Reviewed" (a reply to the clergy's attacks), and "A Vindication of Thomas Paine." Not long after the inauguration of Hayes, Ingersoll's friends, including the entire congressional delegation from Illinois, requested the President to appoint him ambassador to Germany, but to this proposal, which was widely discussed in the press, Ingersoll replied that "there was no place in the gift of the administration which he would accept." At about this time he took up his residence in Washington, his law practice having already taken on a much wider scope. Here it was that he began championing another cause with which he was deeply in sympathy, woman's suffrage. It was not only his opinion that women should have the vote, that they should have an equal voice in the affairs of government with the men, but that before the law and in the home they should be the equals of their husbands. During the Garfield campaign Ingersoll again toured the country, speaking for the Republicans. A notable event of his tour was the meeting held on 30 Oct., in the Academy of Music, in Brooklyn, N. Y., where Ingersoll was introduced by Henry Ward Beecher, who said, in part: ". . . I take the liberty of saying that I respect him as the man who, for a full score and more of years, has worked for the right in the great broad field of humanity and for the cause of human rights. I consider it an honor to extend to him, as I do now, the warm, earnest, right hand of fellowship." Later, after the death of Beecher, Ingersoll was to write a memorial to that great divine which ranks with the most eloquent of his utterances. In 1887, in the pages of the "North American Review," Ingersoll engaged in a discussion on "Christianity *versus* Rationalism," in which Gladstone and Cardinal Manning entered the lists against him. For by this time his fame had become international. The controversy attracted world-wide attention and brought Ingersoll a letter of congratulation from Huxley, the famous scientist. Shortly before, in 1885, he had moved his residence to New York, thus returning in the autumn of his life to the State of his birth. It was during this period that he began that close and touching friendship with Walt Whitman, who requested before his death that Ingersoll should deliver the burial sermon over him. And this, in fact, Ingersoll actually did, his words on this occasion forming another of the brilliant gems of prose poetry to be found throughout his collected works. In 1898 Ingersoll was close approaching the limit of three score and ten in age and knew, too, that he was in the grip of a physical disorder which might terminate his life at any moment. Yet it may be said that Ingersoll was only now at the very summit of his career, of his fame. In this year it was that he delivered what is perhaps his most brilliant lecture, "Superstition," in Chicago. In it he attacked what he termed the "keystone of the arch" of Christian theology, the Devil. Never before had he stirred up such a controversy, among the clergy itself. In response to the commotion and to the attacks on himself, he published another lecture, "The Devil," which still stands as one of the most representative of his philosophy. In June, 1899, he delivered the last of his anti-theological lectures, "What is Religion?" in Boston, many clergymen being present. In the following month he died, apparently at the very height of his mental powers. Much as he was attacked during his lifetime, there are very few of those who were his enemies who will not at least concede him the virtue of sincerity, and many of them will say no less of him than did Henry Ward Beecher; that he worked "for right in the great, broad field of humanity." So aggressively was he a democrat that he was bitterly opposed, not only to temporal tyranny and oppression, but to what he considered an intellectual tyranny: the sway of priesthoods over the masses. Remembering the terror with which he had been inspired in his early childhood by the doctrine of eternal damnation, he held that it was by means of this fear that the priesthoods and the clergy exercised oppression over the ignorant masses. This inspired his keenest indignation and was the first and main motive behind his life-long campaign against religion, using that word in its narrow sense. Undoubtedly he was inspired by much the same motives as was Thomas Paine, though he was much better armed and went further than Paine. The latter was by no means an atheist, possibly not even an agnostic, for he firmly believed in a God. He denied only the Bible, affirming that what was revelation to one man, whether he be Abraham or Moses, could not be revelation to another man. Ingersoll denied not only the Bible, but denied the existence of any Supreme Being apart from and outside the universe itself. To him the universe was infinite, therefore could never have been created and could never end. Ingersoll's philosophy was based on the revelations of modern science. He contended that genuine faith could only rest on evidence which was presentable to the human mind. What could not be so demonstrated he held to be outside the sphere of human knowledge. Therefore he contended that the theologies of the priests were mere superstitions devised for the purpose of enslaving the human mind. On the other hand, he never denied the possibility of a continued state of existence after death: immortality. In fact, he ardently hoped for it, and contended that it was this hope in the breast of man which indicated his elevation in the scale of evolution. On this subject he was thoroughly an agnostic; he took the attitude "we do not know," that there was no evidence for or against a belief in immortality. His personal opinion on the matter he once expressed in these words: "First, I live, and that of itself is infinitely wonderful. Second, there was a time when I was not, and after I was not, I was. Third,

now that I am, I may be again, and it is no more wonderful that I may be again, if I have been, than that I am, having once been nothing." And elsewhere, he again remarked: "It is natural to shun death, natural to desire eternal life. With all my heart I hope for everlasting life and joy."

SWIFT, Gustavus Franklin, merchant, b. at West Sandwich, Cape Cod, Mass., 24 June, 1839; d. in Chicago, Ill., 29 March, 1903, son of William and Sally Sears (Crowell) Swift. His father was an extensive landowner, and a man of influence in his community. The Swift family in Massachusetts is traced from William and Elizabeth Swyft, who emigrated to this country from England in 1630, settling in Sandwich, Mass. From them the line of descent is traced through Joseph and Rebecca Swift; Thomas and Abigail Swift; Nathan and Elizabeth Swift, and William and Sally S. C. Swift. One of the family, Gen. Joseph G. Swift, was the first graduate of the United States Military Academy in 1802, and in the War of 1812 commanded several successful expeditions against the British. Gustavus F. Swift was brought up on his father's farm, and aside from the Christian training of his parents, he attributed much of his success and happiness in life to the habits of industry and a love for work that he acquired in his boyhood. After a common school education, he obtained employment with the town butcher at Sandwich, Mass. He was a keen observer of detail, and in that position developed unusual business ability, the existence of which had up to this time been unknown to himself. In 1862 he opened a retail butcher shop in Barnstable, Mass., and soon after engaged in the business of buying and selling live stock. His first transaction as a cattle buyer involved the purchase of a heifer for $20.00, which he turned into dressed beef and sold at a net profit of $10.00. It was not long before Gustavus F. Swift became a familiar figure at the Brighton and Watertown yards outside of Boston, then the principal live-stock markets in New England. He bought cattle in considerable numbers. Some he sent down to his store at Barnstable, Mass., for his local meat trade there; most of them he resold at wholesale. Gradually his trade in Barnstable, Mass., received less and less of his attention and his cattle trade more and more of it. He earned the reputation when still a very young man of being one of the best judges of cattle in Barnstable County. In 1872 he formed a partnership with James A. Hathaway, a young cattle buyer of Boston, Mass., under the name of Hathaway and Swift, with headquarters in Albany, N. Y. His well-directed energy and keen foresight developed the business to wonderful proportions, and in the succeeding years he became one of the most active buyers in the cattle markets of Buffalo, N. Y., and Chicago, Ill. About this time the cattle-buying business, like farming, had begun to migrate to the West. Chicago was rapidly developing as a railroad center, and on a wider and wider scale the industries of the country were gravitating to the localities which afforded them the best facilities. Gustavus F. Swift was awake to the opportunities offered in the West, and in 1875 the firm removed to Chicago, where he engaged in the business of buying and shipping cattle. Two years later he began to slaughter cattle in the Union Stock Yards, Chicago, Ill., and in the fall of the same year began shipping dressed beef to the Eastern markets. This was at first considered impracticable, but the result proved profitable, and within a brief period he established a large and lucrative business. Upon the retirement of Mr. Hathaway from the firm, in 1878, he organized the firm of Swift Bros. and Company, taking as a partner his brother, Edwin C. Swift. The new firm became well known and greater facilities for conducting their increasing business were soon needed. In 1885 the firm was incorporated under the name of Swift and Company, with a capital stock of $300,000, and he was elected president. In less than two years the business had so grown, and competitive expansion had so far developed that the capital was increased to $3,000,000. Since that time the original plant of a few small buildings with 1,600 employees has been developed into an establishment covering 243 acres, employing 35,000 employees, and representing an investment of $100,000,000. The one-horse wagon in Barnstable, Mass., over the tailboard of which Gustavus F. Swift did his first business, grew to be a train of many thousands of refrigerator cars, which tells only a part of the history of the dressed beef business since it began forty years ago. Today the annual sales of Swift and Company total more than $425,000,000, and its shipments are made to all parts of the United States, South America, Australia, Europe, and New Zealand. It required men built on the broad lines of Gustavus F. Swift to evolve a mechanism of commerce big enough to meet the country's expansive possibilities in the way of demand with a correspondingly vast expansion in the sources of supply. Mr. Swift built up a reputation because he thought he would need it in his business. If Swift and Company grew to enormous dimensions, so did the raw material producing business grow to enormous dimensions and also to enormous wealth. The introduction of the refrigerator car made it possible to avoid shipping of the waste remainder, which was used in the development of what is now a great by-product industry. From his logical and well-ordered mind have sprung many ideas and plans that are in common use today in the industrial and commercial world, and that operate for the benefit of the public at large, but he had never been willing to assume the titles and honors of leadership, and had always refused to take the personal credit for results he was mainly instrumental in achieving. Mr. Swift was of the type of American who is fit to lead in any great transaction. Beyond his high capacity as a business man and industrial leader, he was a model citizen, genial, sympathetic, tolerant, public-spirited, upright, and optimistic. He took a great personal interest in his employees, encouraging and assisting them in many ways. He was generous, giving largely to the many charities in which he was interested, but also so modest that he refused to allow any public credit for what he considered his private and personal benefactions, and usually stipulated with his gifts that no mention of his name be made. Mr. Swift traveled abroad, and visited England many times before he successfully established the business of

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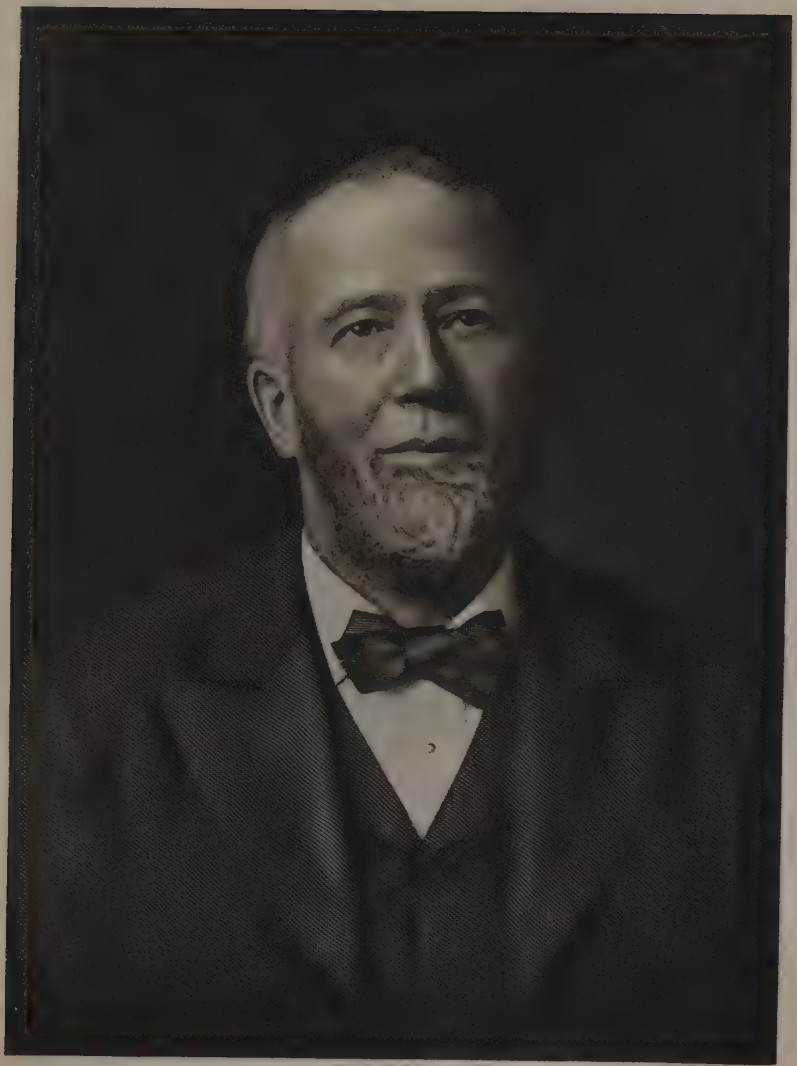
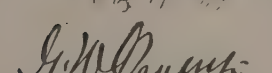


G. F. Swift

Swift and Company in the English markets. On 3 Jan., 1861, he married Ann M. Higgins, of Eastham, Mass. They had eleven children: Louis F., Edward F., Lincoln F. (deceased), Annie M. (deceased), Mrs. Helen Swift Morris, Charles H., Herbert L. (deceased), George H., Gustavus F., Jr., Mrs. Ruth Swift Maguire and Harold H. Swift.

OWENS, George Washington, clergyman and lumber merchant, b. near Wilcox, Ala., 25 March, 1852, son of Samuel and Martha Matilda (Jordan) Owens. The family lived on a farm, and were on the way to prosperity when the Civil War broke out. When Sherman's column swept through the country on its march to the sea, the homestead of the Owens family lay right in its path, and their belongings were either destroyed or taken. But even a greater misfortune was to overtake them: later in the war the father, Samuel Owens, was killed and George Owens found himself, at the age of eleven, faced with the responsibility of doing what he could toward the support of his mother and eight younger brothers and sisters. For some years they continued struggling onward attempting to re-establish the old home, but finally, in 1868, they decided to remove to Texas, where they hoped to find economic conditions more promising. They arrived at Calvert, Tex., with only $6.00 in their possession and were forced to sleep in a warehouse. The next morning they gave the $6.00 to a teamster to convey them as far north from the town as he could afford to do for that recompense. He set them down in an open prairie forty miles distant. During that first year they picked cotton at a wage of a dollar a hundred pounds and so managed to eke out a bare existence. The next year young Owens undertook to cultivate some acres of cotton on shares with the owner of the land, the result being that at the end of the season the family was possessed of twenty bales of cotton. But under pretense of hauling it to town there to be stored, their partner sold the entire amount and absconded with the money, leaving them with a debt of $150.00 on their hands. For the next two years young Owens, who was becoming more and more capable of taking care of himself, rented land and farmed it. Gradually he acquired a mule, a pony, and a yoke of oxen and by the time he was twenty-one, what with his savings and what with the profits from several deals he had made, he found himself possessed of a capital of $1,400. During all this time he had never been to school and was unable to read or write. He now determined to obtain some schooling and at least the rudiments of an education. So he entered the Military Institute at Honest Ridge, Tex., paying for his tuition with service. Here he remained for four years; at the end of that period he had, in fact, saved $200.00. Furthermore, he was prepared to enter the ministry. In 1876, having already joined the Northwest Methodist Conference, he became a minister at Ferris, Tex. This calling he followed continuously for eleven years. In 1887, together with J. T. Elliot, he opened a lumber yard at Lancaster, Tex., and so began that business career in which he has succeeded so brilliantly. From the very first his business ventures prospered until he was at the head of eighteen lumber yards. These he has since disposed of in part so that at the present time he has only ten lumber yards under his control. But meanwhile Mr. Owens' interests have widened and entered into other fields. He is now a director of the American Exchange National Bank, of Dallas, one of the largest and soundest financial institutions in the Southwest. He is also president of one of the local street railways of Dallas. For years he was a trustee of the Polytechnic College, of Fort Worth, Tex., to which institution he has donated the girls' dining-room. Meanwhile he has continued his connection with the Northwest Methodist Conference, being financial advertising manager for the "Texas Christian Advocate," in Dallas. He also built and presented to the Methodist Church of Dallas a church building costing $5,000, in 1913. At the present time he is one of the most influential men in his section of the country, and this influence is one that he wields very conscientiously. In 1896, when it was planned to hold the Corbett-Fitzsimmons fight in Texas, it was Mr. Owens, more than any other man, who persuaded the governor to prohibit this exhibition. It is noteworthy that the fact that the managers of the event had given a tentative order for a million feet of lumber for the arena to one of Mr. Owens' lumber yards had not the least effect in deterring him in his efforts to have the fight prohibited. In spite of the fact that he is one of the most popular men in the State, Mr. Owens has never aspired to political office, though in 1906 he was solicited to offer himself as candidate for governor of Texas. In 1907, and again in 1908, he was president of the Texas Lumbermen's Association. Mr. Owens' most salient characteristic, as true of his private as well as of his business life, is his almost stern integrity. To him a dollar is not always a dollar, to him it is most pertinent to know whence comes every dollar he earns. Possibly this quality has made his early progress somewhat slower, but the final result is that he is proportionately more firmly established. In a very literal sense he has applied the doctrines of his religious beliefs to his business dealings, and in the end he has found it in accordance with the soundest of business policy. On 4 Dec, 1877, Mr. Owens married Alice Elizabeth, daughter of James Petty Apperson, of Dallas. They have had seven children, of whom six survive: Mrs. R. B. Spurgin, Mrs. L. W. Blaylock, Mrs. L. Diamond, Everett S., J. T. and George W. Owens.

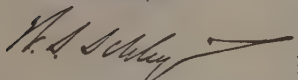


BROWNE, John Jay, lawyer and financier, b. in Greenville, Stark County, Ohio, 28 April, 1843; d. in Spokane, Wash., 25 March, 1912.

His parents were Andrew and Elizabeth (Goff) Browne, of North of Ireland and Pennsylvania German stock, respectively. His grandfather, James C. Browne, a native of the North of Ireland, located in Pennsylvania, later in Indiana, where the family still continues to reside. Mr. Browne was educated in the public schools of Columbia City, Ind., and at the age of eighteen entered Wabash College, at Crawfordsville, paying for his tuition by working in spare hours and during vacations. After his graduation in 1865 he became a teacher in the Columbia City high school, of which he was appointed principal. He was also for a time superintendent of schools at Goshen, Ind. In the meantime he entered upon the study of law, and in 1868 was graduated at the law school of the University of Michigan. He began practice at Columbia City, in partnership with his classmate, John B. Allen, later U. S. Senator from the state of Washington, but within four years removed to Oswego, Kan., where he formed a partnership with another classmate, W. B. Glasse. In 1874 he again removed, this time to Portland, Ore., where he resumed professional practice, but in 1878 located in Spokane, Wash., where he continued to reside during the remainder of his life. Upon his arrival in Spokane he purchased a quarter interest in the townsite in the development of the city. He promoted the first street railway in Spokane, and was active in founding some of the leading industries, notably the Spokane Mill Company, and the Spokane Cracker Company, of both of which he was president. In association with A. M. Cannon and J. N. Glover he founded the Spokane "Evening Chronicle," which he later sold, but again purchased it in September, 1889, and continued it for the next seven years. In 1888 he founded the Browne National Bank, one of the most notable financial institutions of the Pacific Coast, which was the first of several similar institutions founded by him. Among these were the Columbia Valley Bank at Wenatchee, founded in 1890; the Cœur d'Alene Bank and Trust Company, at Cœur d'Alene, Idaho, founded in 1903; the Cashmere State Bank, at Cashmere, Wash., founded in 1905. The present capital and surplus of these banks represents a total of $225,000. Mr. Browne was an extensive holder of Spokane reality, holding title to large blocks of city property, as well as to farm lands in the country adjoining. He also owned considerable realty in other parts of the Northwest. His interest in the city was manifest in his gift of one-half of the Cœur d'Alene park, the first public park in Spokane. He was also largely instrumental in the early days in securing railway connection to the city; having made several trips East at his own expense, with the purpose of urging upon the great railroad companies the desirability of reaching Spokane. During the great panic of 1893, when so many banks throughout the country were forced into bankruptcy, Mr. Browne assumed personal charge of the affairs of the Browne National, being appointed receiver of its property by the controller of the currency—a most unusual tribute to his reputation for integrity and business standing. Although the funds of the bank permitted only 13 per cent. payments on liabilities, Mr. Browne repaid all depositors in full from his personal property, although he held only 51 per cent. of the stock. This act of his called forth a letter of high commendation from the controller of the currency, who praised his unusual solicitude for his clients in no uncertain terms. In his later years, in spite of the pressure of his vast business interests, Mr. Browne became an active advocate of the great cause of the conservation of natural resources, a subject upon which he wrote and spoke repeatedly with telling effect. He contended that the water is the sole property of the States, subject to navigation and should be controlled by the States. He further contended that the water power should be developed and used as soon as possible to save fuel; also that one-third (25,000,000 h.p.) of the water power of the United States is in Oregon, Washington, Idaho, and Montana, and that at the present rate of development will take more than 2,500 years for this power to be developed and put to practical use. Further, that the present system discriminates against the West and is in favor of the East, for every cent that is paid to the government for the use of the land adjoining water power is a direct tax upon the people who use this power. Mr. Browne was always deeply interested in education. While at Oswego, Kan., he was for a time county superintendent of schools. Later, while a resident of Portland, Ore., he was for three years county superintendent of schools, resigning that position when he removed to Spokane in 1878. Shortly after arriving in Spokane, when the question of building a schoolhouse was brought up, it was found that under the law the assessable property was $550.00 short of the amount necessary to make a levy for building purposes. Mr. Browne wrote the assessor at Colville, then the county seat, instructing him to increase his assessment by $550.00, and agreeing to pay the taxes on that additional amount. This brought the assessed value up the required figure, so that the schoolhouse could be built. Mr. Browne was for a number of years county superintendent of schools of Spokane County. In 1890 he was appointed by Governor Ferry as a regent of the State University at Seattle. He was president of this board for a number of years. In 1899 he was appointed by Governor Rogers a trustee of the State Normal School at Cheney, Wash. In 1903 Governor McBride appointed him a regent of the Washington State College located at Pullman, Wash., which position he still held at the time of his death. He was a member of the Washington State Constitutional Convention in 1889, and as chairman of the committee on state, county, and municipal indebtedness, drafted the article in the Con-

stitution under that head which was adopted practically without change. He was also a member of the National Democratic Convention at Baltimore which nominated Horace Greeley for president. Mr. Browne was married at Iola, Kan., 16 June, 1874, to Anna, daughter of Rev. H. W. Stratton. They had two sons, Guy C. and Earl P. Browne, and three daughters, Alta, wife of Boyd Hamilton, Irma, wife of G. M. Ross, and Hazel, wife of E. M. Sweeley, all of Spokane.

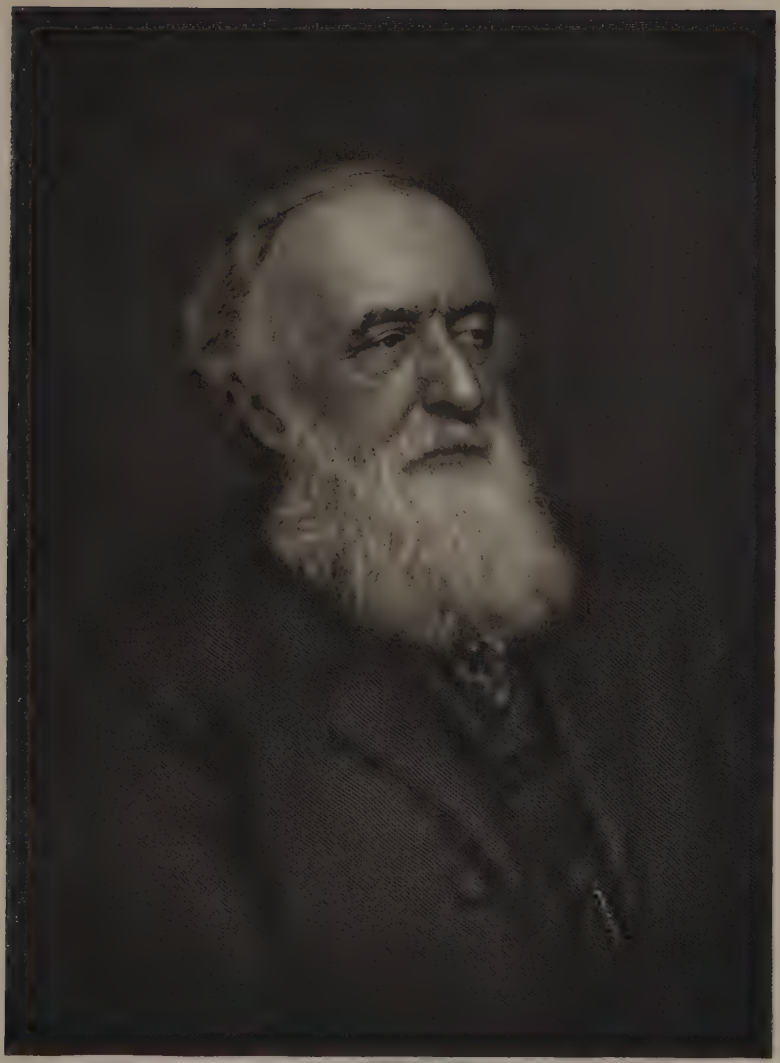
SCHLEY, Winfield Scott, naval officer, b. in Frederick County, Md., 9 Oct., 1839; d. in New York City, 2 Oct., 1911, son of John Thomas and Georgiana Virginia Schley, who served in the navy during the Mexican War. He was appointed to the Naval Academy at Annapolis in 1856; was graduated in 1860, and later served on board the frigate "Niagara." In 1861-62 he was attached to the frigate "Potomac," of the Western Gulf squadron and subsequently took part, on board the gunboat "Winona" and the sloops "Monongahela" and "Richmond," in all the engagements that led to the capture of Port Hudson, being promoted lieutenant in July, 1862. A few months later, then only twenty-three years old, he was on one of the little boats of the Union navy, which rescued another vessel anchored in the Mississippi, notwithstanding the heavy firing of Confederate guns. He served on the "Wateree" in the Pacific in 1864-66, quelling an insurrection of Chinese coolies on the Middle Chincha Islands in 1865, and later in the same year landing at La Union, San Salvador, to protect American interests during a revolution. He was instructor at the naval academy in 1866-69, served on the Asiatic station in 1869-72, taking part in the capture of the Korean forts on Salee River, after two days of fighting, in June, 1871, and was again at the naval academy in 1874-76, being promoted commander in June, 1874. In 1876-79 he was on the Brazil station, and during the cruise sailed in the "Essex" to the vicinity of the South Shetland Islands in search of a missing sealer, and rescued a shipwrecked crew on the islands of Tristan d'Acunha. In 1884 he commanded the relief expedition that rescued Lieut. Adolphus W. Greely and six of his companions at Cape Sabine in Grinnell Land, passing through 1,400 miles of ice during the voyage. He was commissioned chief of the bureau of equipment and recruiting at the Navy Department in 1885, and promoted captain in March, 1888, his first sea-service with that rank being on the "Baltimore," a protected cruiser which was placed in commission in 1890. He retained command of this vessel for three years,



and then for the same period was a lighthouse inspector. In 1895 Captain Schley was assigned to the "New York," and he remained in charge of the armored cruiser for two years, when he was appointed chairman of the lighthouse board. Early in 1898 he was promoted to the rank of commodore, and when war was declared against Spain he was selected to command the flying squadron, with the "Brooklyn" as his flagship, on which he remained during the continuance of hostilities. The decisive naval combat of the war occurred on 3 July. The Spanish fleet, attempting to leave the harbor of Santiago, was met by the American squadron under command of Admiral Sampson, then temporarily absent. In less than three hours all the Spanish ships were destroyed by Schley, second in command, the two torpedo-boats being sunk and the "Maria Teresa," "Almirante Oquendo," "Vizcaya," and "Cristobal Colon" driven ashore. The Spanish admiral and about 1,500 men were taken prisoners, while the enemy's loss of life was deplorably large, some 600 perishing. In the American squadron but one man was killed on the "Brooklyn," and one man seriously wounded. Although the American ships were repeatedly struck, not one was seriously injured. With the catastrophe of Santiago, Spain's effort upon the ocean virtually ceased. As an aftermath of this battle, a bitter controversy arose between the friends of Schley, who was then commodore, and of Admiral William T. Sampson, who was in command of the Atlantic squadron. This controversy, the seeds of which were sown before the battle, grew to be very bitter, and the whole country took sides. Schley finally asked that the questions involved be submitted to a court of inquiry, but the majority of the court handed down no verdict on the two points which appealed most strongly to the popular imagination. Who was actually in command at the time of the battle? Was it Sampson, or Schley? When Schley, on board the "Brooklyn," made the famous "loop" during the battle, was he running away out of cowardice or was he, on the other hand, executing a remarkable naval maneuver? These were the questions the public wanted answered, but the majority of the court had nothing to say on the points. Admiral Dewey, however, as one of the three members of the court, gave it as his opinion that Schley was in command of the American forces at the time of the battle, and that he was entitled to full credit for the great victory. When the war began Schley was a commodore and Sampson a captain. They were the two foremost men in the navy, for Dewey's elevation was taken at a bound by virtue of the Battle of Manila. Everyone in navy circles wanted to know who was to be the man whose reputation was to be made by the war, and when Sampson was made acting rear admiral in command of the North Atlantic squadron it seemed as though the question were settled in his favor. So at the very beginning the material for professional jealousy was at hand and the friends of the two men argued it hotly. Friends and partisans of Sampson's cause laid stress upon the fact that the rear admiral had bottled up the Spanish fleet and planned the whole blockade, and insisted that it made no differ-

ence if he was not on the spot at the time. The glory was his. The pro-Schley men, on the other hand, pointed out that he was the senior officer in command because Sampson was beyond signaling distance. He did the fighting and his was the glory. Here is Schley's own comment on the matter, contained in his report to Sampson, written three days after the battle: "I congratulate you most sincerely upon this great victory to the squadron under your command, and I am glad that I had an opportunity to contribute in the least to a victory that seems big enough for us all." Later, in his "Forty-five Years Under the Flag" (1904), he wrote: "From a confidential document under the title, 'Executive C, Third Session, Fifty-fifth Congress,' a communication by Mr. Long respecting 'advancements in the navy,' is seen that the commander-in-chief's movements in Siboney on that morning were under orders from the department to meet General Shafter. This order, then, furnishes an explanation of the commander-in-chief's signal and subsequent movements eastward on 3 July. It supplies, too, evidence of temporary assignment to a new duty, taking him on shore to the headquarters of the army. It fixes incontestably also the status of the commander of the second squadron as senior officer present in command before Santiago after Sampson's withdrawal. If the battle here related had miscarried, or if through mismanagement Cervera or any of his ships had escaped that day, there would have been no difficulty whatever about who was in command, or who would have had to bear the censure. It is as certain in that event that there would have been no effort to prove that the 'New York' was within signal distance, no claim that it was a captain's battle, nor any other of the sophistries that were invented in the aftermath of controversy about this great victory. No instance is recalled where great success was won in battle where every participant was not anxious to share in the glory, but no instance is remembered where any subordinate ever desired to share with his superior the odium of defeat. Santiago alone would be unique as one of the world's great battles won without anybody being in command. If defeat had occurred the commander of the second squadron would have had to take his medicine just the same." The question of the much discussed "loop" was not referred to in Schley's report to his superior, as it was not even raised until weeks after the battle. It consisted in a detour of the "Brooklyn," which left its position at close range when the Spanish vessels started out of the harbor and later approached from another point, so that at first the "Texas" was between her and the Spanish vessel "Teresa." The latest decision in Schley's favor comes in the recently published account of the war, written by Admiral Chadwick, who was captain at the time of Sampson's flagship and an ardent Sampson man throughout the controversy. It is difficult to conclude from his description that the loop was other than a good naval maneuver. He quotes from the Spanish Captain Concas to show that it was Cervera's plan to ram the "Brooklyn" as the only vessel supposed to be swift enough to overtake the Spanish squadron should it succeed in breaking the blockade, and Concas shows that Schley's "loop" foiled this plan. Other points of criticism against Schley which were of less interest to the public, but more heavily emphasized by the navy folk, included his slow progress to Santiago and his turning away from that port for a time without ascertaining whether Cervera was there or not. Later Schley was appointed one of the commissioners to superintend the evacuation of Puerto Rico, returning to this country in November. In December he was presented in Philadelphia with a diamond-hilted sword, when he said: "Let me hope, with you, that in God's providence it may never be drawn without reason, but if it ever should be so willed that it must be, it will never be sheathed except in your greater honor." In March, 1899, he was advanced to the grade of rear-admiral, and in September was assigned to the command of the South Atlantic squadron. In May he was elected commander of the New York State commandery of the Military Order of the Loyal Legion, and presided at the October meeting held at Delmonico's. On 9 Oct., 1901, he retired from active service. It is one of the ironies of fate that the charge of cowardice should ever have been launched against Admiral Schley. It was he who, in 1862, went out with a little boat to rescue a beleaguered boat of larger size from the fire of Confederate guns; it was he who charged first over the redoubt at Korea, and, when his comrade fell dead at his side, shot the slayer in the head and vaulted over the embankment, leaving his fellows to follow; it was he who, seeking Greely in the Arctic in 1884, stood in the crow's nest. In addition to his book "Forty-Five Years Under the Flag" (1904), Admiral Schley was the author of an interesting volume jointly with James Russell Soley, entitled "The Rescue of Greely" (1886). Admiral Schley married on 10 Sept., 1863, Annie R. Franklin, of Annapolis, Md.

EMERSON, Ralph, pioneer manufacturer and philanthropist, b. in Andover, Mass., 3 May, 1831; d. in Rockford, Ill., 19 Aug., 1914, son of Rev. Ralph and Eliza (Rockwell) Emerson. His first American ancestor, Thomas Emerson, was probably born in Sedgefield Parish, County Durham, England. He was at Ipswich in the Massachusetts Bay Colony as early as 1638. The ship "Elizabeth Ann" arrived in the colony from England in 1635, and traditionally he was a passenger. In 1638 he purchased from Samuel Greenfield a farm of 120 acres, formerly the property of Thomas Wise of Ipswich, which remained in the Emerson family for several generations. Thomas Emerson was a commoner in 1641, and one of the "seven men" to whom was committed the fiscal and prudential affairs of the settlement. In 1646 Joseph Emerson, second son of Thomas and Elizabeth Emerson, of Ipswich (b. in England about 1620; d. at Concord, Mass., 3 Jan., 1680), married about 1646 Elizabeth, daughter of Robert Woodmansey, a schoolmaster of Boston. He was a Puritan clergyman, probably educated in England, and was admitted a freeman at Ipswich, 19 Dec., 1648. The same year he preached in York County on the Maine coast. In 1653 he was a resident of Wells and took the freeman's oath there 4 July, 1653.



Ralph Waldo Emerson

Through the political dissensions that disturbed the Church he lost his hold on the affections of his congregation, which in 1664 had dwindled to two families. He then became the first minister at Milton, but was dismissed because he had asked for an increase of salary on account of his approaching marriage. He was a widower at this time, and he married as his second wife, 7 Dec., 1665, Elizabeth, daughter of Rev. Edward Bulkeley, of Concord, and granddaughter of the Rev. Peter Bulkeley, first minister of Concord. They resided in Milton and Mendon. On the destruction of the village of Mendon by the Indians in King Philip's War he retired to Concord, where he died 3 Jan., 1680. Peter Emerson, fourth son of Rev. Joseph and Elizabeth (Bulkeley) Emerson (b. at Mendon in 1673; d. in 1751), married, 11 Nov., 1696, Anna, daughter of Capt. John and Anna (Fiske) Brown, of Reading. They lived in the first parish of Reading on the farm inherited by Captain Brown. Daniel Emerson, ninth of the ten children of Peter and Anna (Brown) Emerson (b. at Reading, Mass., 20 May, 1716; d. at Hollis, N. H., 30 Sept., 1801), married, 7 Nov., 1744, Hannah, daughter of Rev. Joseph and Mary (Moody) Emerson, of Malden, Mass. Daniel Emerson was graduated A.B. at Harvard in 1739, and became pastor of the newly erected West Parish in Dunstable. In 1743 the town of Hollis, N. H., was created out of the West Parish, and there Mr. Emerson continued as minister until 27 Nov., 1793, a period of more than fifty years without a change or a wish to change his place. In 1755, in the old French War, he officiated as chaplain of the famous rangers of which Robert Rogers was captain and John Stark (afterward general in the Continental service) was lieutenant. He also served as chaplain in Col. Joseph Blanchard's regiment of Dunstable, and proceeded with the expedition to Crown Point, as recorded in his interesting "journal of his procedure with the Army to Crown Point, begun 8 July, 1755." The Rev. Daniel Emerson had thirteen children, of whom the eldest son and second child was Daniel (b., Hollis, N. H., 15 Dec., 1746; d. there 4 Oct., 1820), a leading citizen of the town, its wealthiest taxpayer, and a deacon of the Church. Under the charter of New Ipswich, N. H., he was one of the eighteen proprietors, and preached there occasionally. For his service as preacher he demanded that his taxes should be remitted, but this was refused. He was one of the thirty-two proprietors of the New Ipswich (N. H.) Academy, founded in 17[illegible], and, on its incorporation in 1789, was made a member of its board of trustees. He was a minuteman at the outbreak of the American Revolution, and marched at the head of his company to the relief of Fort Ticonderoga in 1776, but, on reaching the Connecticut River, was ordered home. On a second expedition he reached Cavendish, Vt., before his company was sent back. He served in the Rhode Island Campaign of 1778-79; was a member of the governor's council in 1787; a representative in the New Hampshire legislature for nineteen terms (1780-1812); sheriff of Hillsboro County; town clerk of Hollis (1780-81); selectman for twelve years, and town treasurer seven years (1774-79 and 1798-99). His first wife, whom he married 7 Nov., 1768, was Anna, daughter of Joseph and Elizabeth (Underwood) Fletcher. They had seven children, of whom the sixth was Rev. Ralph Emerson (b. at Hollis, N. H., 18 Aug., 1789; d. at Rockford, Ill., 20 May, 1863), graduated at Yale in 1811 and at Andover Seminary in 1814; tutor at Yale (1814-16); pastor of the Congregational Church, Norfolk, Conn. (1816-29), and professor of ecclesiastical history and pastoral theology at Andover (1829-54). Rev. Dr. Emerson was a frequent contributor to the "Bibliotheca Sacra," the "Christian Spectator," and other religious periodicals, and was author of "Life of Rev. Joseph Emerson" (1834), and of a translation, with notes, of Wiggin's "Augustinianism and Pelagianism." He married, 27 Nov., 1817, Eliza, daughter of Martin Rockwell (b. at Colebrook, Conn., 25 March, 1797; d. at Rockford, Ill., 11 Dec., 1875). Of their nine children, Ralph Emerson, of Illinois, was the fifth son and sixth child. He was educated at Andover Academy, and began his active life by teaching school. In the meantime he studied law, intending to enter practice. In 1851 he settled in Bloomington, Ill., where he made the acquaintance of Abraham Lincoln, at that time the leading lawyer of the State. Mr. Lincoln naturally looked upon the law as synonymous with politics, and believed that Yankee thrift and ingenuity would find a better field in a business career. Mr. Emerson accordingly followed the counsel of his friend, the future President, and in 1852 removed to Beloit, Wis., where he became a dealer in hardware, in partnership with one Jesse Blinn. Later the partners transferred their business to Rockford, Ill., then becoming an important manufacturing center on account of the water power available on both sides of the Rock River. Hither in 1852 John H. Manny came from Stephenson County, and began the manufacture of Manny's combined reapers and mowers in Clark and Utter's factory. Blinn and Emerson extended liberal credit to Mr. Manny, taking stock in his business as security. On 4 March, 1854, the two brothers, Waite and Sylvester Talcott, became associated with Mr. Manny, under the firm name of J. H. Manny and Company, and during that year 1,100 machines were built. In the following autumn Jesse Blinn and Ralph Emerson were added to the firm, which then became Manny and Company. Their growing success brought with it a lawsuit with C. H. McCormick, a rival builder of mowing and reaping machines. This suit, which has become historic, was tried before the federal court in Cincinnati, Ohio. McCormick sought to enjoin the Manny Company from using a certain device, which he claimed belonged to him. The trial brought together lawyers of national renown. Beverly Johnson and E. N. Dickinson represented C. H. McCormick, and Peter H. Watson, of Rockford, Ill., who had obtained Mr. Manny's patents, was given full charge of the defendants' case. Watson associated with himself George Harding, Edwin M. Stanton, and Abraham Lincoln. The decision, as announced 16 Jan., 1856, was a victory for the Manny Company. The U. S. Supreme Court affirmed this decision. On the centenary of the birth of Abraham Lincoln, more than half a century after the trial, Mr. Emerson gave for

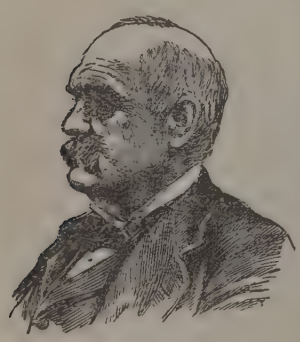
publication an interesting reminiscence of Lincoln and Stanton at the trial in Cincinnati in these words: "When the case came on for hearing, as Mr. Lincoln did not have sufficient time to prepare, he did not speak, but he was present through the whole hearing, which consumed several days. He was limited to two lawyers on a side. Edwin M. Stanton, later the celebrated war secretary, was one of those who spoke for us. He delivered a speech which he had spent a long time in studying up and preparing. So intensely interested was Lincoln in this speech that, forgetting the dignity of a United States court, he stood rapt in attention, or else was seen walking back and forth in the court room, listening intently. It was the first time Lincoln and Stanton met, and from what Lincoln said to me, when he was president, I am satisfied that it was that speech which made him choose Stanton as his final secretary of war. Let me illustrate: There was talk at one time of a compromise with the other side. Stanton was a man, when excited, of a lion-like countenance. The moment he heard the subject of compromise broached in our office, he was ablaze at once, and with gestures, as though he held a sword in his hand, he exclaimed: 'Compromise! I know of but one way to compromise with an enemy, and that is with a sword in your hand, and to smite and keep smiting!' And his countenance was a blaze of wrath as he spoke. What wonder that Lincoln, when disappointed in other men, sent for Stanton as his final secretary of war." Another sidelight was thrown on the screen by Mr. Emerson in an interview with Ida M. Tarbell, when she was writing her life of Lincoln. Mr. Emerson said: "Mr. Stanton closed his speech in a flight of impassioned eloquence. Then the court adjourned for a day, and Mr. Lincoln invited me to take a long walk with him. For block after block he walked rapidly forward, not saying a word, evidently deeply dejected. At last he turned suddenly to me, exclaiming, 'Emerson, I'm going home! . . . I'm going home to study law.' 'Why,' I exclaimed, 'Mr. Lincoln, you stand at the head of the bar of Illinois now! What are you talking about?' 'Oh, yes,' he said, 'I do occupy a good position there, and I think I can get along the way things are down there now. But these college-trained men, who have devoted their whole lives to study, are coming West, don't you see? And they study their cases as we never do. They have got as far as Cincinnati now. They will soon be in Illinois. . . . I am going home to study law! I am as good as any of them, and when they get out to Illinois I will be ready for them.'" The Manny Company paid Mr. Lincoln $1,000, which was the largest fee that he had received up to that time. In his last interview with Mr. Lincoln, during the darkest days of the Civil War, after reciting the story of Mrs. Partington sweeping back the tide, Mr. Lincoln said: "As I read history I see how we cannot tell in advance what God's plans about any nation are. We can only find out by seeing what the result really is, when it is all over. All we have to do is to do the best we can with what we have, and trust the result to God." The firm of Manny and Company continued for many years. Subsequently it was changed to Emerson, Talcott and Company, with William A. Talcott as one of the principal stockholders. In 1895 the name was changed to the Emerson Manufacturing Company, manufacturers of agricultural implements. At this time Charles S. Brantingham of the Nelson Knitting Company became secretary and manager. At this time the company was capitalized at $200,000, later increased to $500,000, and, in 1898, to $1,000,000. In October, 1909, the name was changed to Emerson-Brantingham Company, and the capital was increased to $3,000,000. It was further increased, on 17 July, 1912, to $50,000,000. The corporation also acquired by purchase the Gas Traction Company of Minneapolis, Minn.; the Reeves and Company Corporation of Columbus, Ind.; the Geiser Manufacturing Company of Waynesboro, Pa.; the Newton Wagon Works of Batavia, Ill.; the La Grasse Hay Tool Company of Chicago Heights, Ill.; the Rockford Engine Works; the American Drill Company of Marion, Ind.; and the Emerson Carriage Company of Rockford, Ill. Mr. Emerson founded and sustained the Emerson Institute of Mobile, Ala., an industrial institute for colored people. The Rockford Hospital in April, 1913, received from him and his wife a gift of $60,000, to build and equip Emerson Hall; the gift being increased before the completion of the building to $80,000. They also erected a nurses' home, known as the Talcott Memorial Home for Nurses, a memorial for Mrs. Emerson's father. Mr. Emerson was also an inventor of agricultural machinery and of a knitting-machine, for producing seamless hosiery. He maintained two Republican newspapers; originated the City Electric Lighting Plant of Rockford; was one of the organizers and an officer in two national banks, and a director and trustee in numerous manufacturing, benevolent, and educational institutions. He published, at a large personal expense, a "Genealogy of the Emerson Family," which is highly prized by all genealogical students. Ralph Emerson was not only a successful, but also a distinguished man. The fierce struggles of the earlier days, before which so many men went down, did not daunt him. He brought to his work a genius for organization not often paralleled. He was a student of his business and of the elements on which its success was founded. His farsightedness, his grasp of large affairs, and his estimates of men and things marked him as one of the great captains of industry of his time. Reticent, dignified, and concentrated upon his vast interests, he was regarded by his business associates as a strong man, mentally, physically, and morally, who never did things by halves. In the organization and conduct of the company with which his name is associated, he acquired the habits of thought peculiar to all successful men. Mr. Emerson's interest in the community in which he lived has been one of the live forces which have sustained its most important advances. He married 7 Sept., 1858, Adaline Elizabeth, daughter of Waite Talcott, of Rockford, Ill. Her father, a pioneer of Winnebago County and a partner in the firm of Manny and Company, under its several successive changes of name, was a State senator in 1854, and a collector of internal revenue by appointment of President Lincoln. Mr. and Mrs. Emerson had

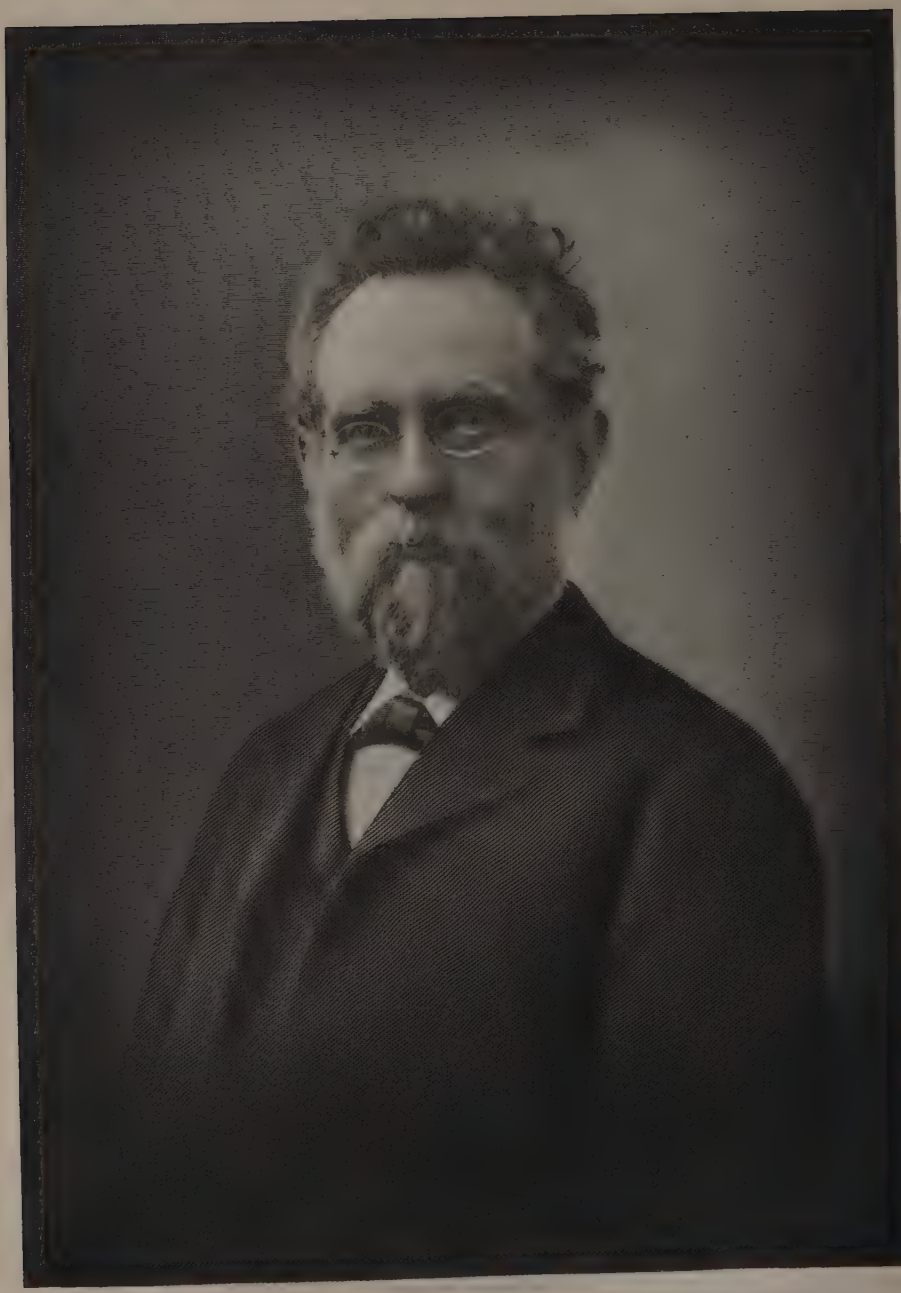
eight children: three sons, Joasep and Waite, (died in infancy), Ralph Emerson, Jr. (b. 25 Sept., 1866; d. 25 Aug., 1889), whose "Life and Letters" was published by his mother in 1891; and five daughters: Adaline Eliza, wife of Norman F. Thompson, of East Orange, N. J.; Harriet Elizabeth, wife of William E. Hinchliff, of Rockford; Mary, wife of Edward P. Lathrop, also of Rockford; Charlotte Belle, wife of Darwin M. Keith, M.D., of the same place; and Dora Bay, wife of Prof. William M. Wheeler, of the University of Chicago.

BRIGHAM, Johnson, librarian and author, b. in Cherry Valley, N. Y., 11 March, 1846, son of Phineas and Eliza (Johnson) Brigham. He is of English descent and traces his American ancestry back to Colonial days. The first of the name to come to this country was Thomas Brigham, who migrated from the town of Brigham in Cumberland, England, to the American colonies in 1635, and settled at Charlestown, Mass. From him the direct line by generations runs as follows: Capt. Samuel Brigham and his wife, Elizabeth How; Samuel Brigham and his wife, Abigail Moore; George Brigham and his wife, Mary Bragg; Phineas Brigham and his wife, Susanna Howe; Timothy Brigham and his wife, Patty Demon; and Phineas Brigham (1816-89), father of Johnson Brigham. Phineas Brigham was a merchant; enlisted in the One Hundred and Fifty-third New York Volunteers, and later served in the Veteran Reserve Corps at Washington. Johnson Brigham was educated in the public schools of Elmira and Watkins, N. Y. He began his collegiate work at Hamilton College, Clinton, N. Y., class of 1871; but entered Cornell University, class of 1870, as a junior, passing examinations in sophomore studies. Since at that time the junior students at Cornell recited and attended lectures with the seniors, he did not take his senior year. In college Mr. Brigham's chief interest had centered in literature and kindred subjects. Therefore, when called upon to decide definitely upon his life career, he settled upon journalism as the most congenial occupation. His first efforts were directed toward the management of the Brockport "Democrat," of which he was editor and publisher. Later he became proprietor of the Watkins (N. Y.) "Express." After a time spent in that capacity he became, at first, part owner of the Hornell (N. Y.) "Times" and later assumed full proprietorship and management of the paper. In 1892 Mr. Brigham removed to Iowa and for twelve years or more was editor and part proprietor of the Cedar Rapids "Daily Republican." From 1894 to 1897 he was editor and proprietor of the "Midland Monthly," a publication which was originated in Des Moines, but which was later removed to St. Louis, Mo., where, in 1898, it suspended publication. In 1892 he was appointed U. S. consul at Aix-la-Chapelle, Germany, where he discharged his mission with credit to himself and his government. Since 1898 he has been state librarian of Iowa, and has acted as president of the Iowa Library Commission since its organization in 1900. For many years he has been a director of the Commercial Savings Bank of Des Moines, Ia., and for several years has been vice-president of two Iowa insurance companies. It is worthy of note in this connection that Mr. Brigham enlisted in the federal army in 1862, but since he was only sixteen years of age was rejected. Bent upon patriotic service, however, the year 1864 found him acting as agent of the U. S. Sanitary Commission at the exchange of prisoners near Savannah, Ga., when he was said to be the youngest agent in the service. A scholar of wide attainment, a keen observer of humanity, and a student of the fundamental principles underlying human action and endeavor, Mr. Brigham has been a contributor to such publications as "Forum," "Century," "Chautauquan," "Review of Reviews," and "Iowa Journal of History and Politics." In 1905 he rounded out his journalistic career by writing his charming book, "An Old Man's Idyl," which was published under the *nom de plume* of Wolcott Johnson and which was received favorably by critics and public alike. Of this work the St. Louis "Globe-Democrat" gave the following criticism: "The art of the writer gives a tender and personal touch to the uneventful life and dreams that holds the reader's interest and sympathy and almost makes him feel himself a part of it." The Boston "Transcript" said: "It is a pretty, pathetic record; a record which will be familiar to many . . . a record which makes the heart beat a little more softly, which brings out smiles and now and then tears." In the New York "Times" the following occurs: "The Old Man's Idyl has a peculiarly reminiscent, speculative flavor which now and then recalls Ik Marvel and George William Curtis, and others of the school of dearly beloved dreamers." In 1910 he brought out "The Banker in Literature," a work which received great favor from bankers and press. To quote the "Wall Street Journal," "Mr. Brigham, by his intimate and appreciative knowledge of his subject matter, has acquired a success in a field which hitherto has received little attention." James B. Forgan, president of the First National Bank of Chicago, wrote: "I spent yesterday afternoon and evening in reading "The Banker in Literature," by Johnson Brigham, and find it both interesting and instructive. Mr. Brigham shows great research in collecting so much literature and poetry produced by bankers. It raises one's ideas of his profession to find that so many successful bankers have contributed so much to literature." Other books written by Mr. Brigham were, "Life of James Harlan" (1913); "History of Des Moines" (1911); "Iowa—Its History and Its Foremost Citizens" (1915). Johnson Brigham is a man whom his adopted State delights to honor. A hard-working, conscientious, public official and moderately successful in business, he embodies in his own personality the qualities he gives to the "Ideal Banker"—"a man of large view, constructive ability, of imagination and sympathy. Mr. Brigham has often been called upon for addresses on important public occasions. One of these, "Blaine, Conkling and Garfield," published in 1915, was the subject of much favorable comment. He was president of the Iowa State Republican League in 1902; president of the Iowa Library Association in 1903; president of the National Association of State Libraries in 1904. He was member of the

Council, American Library Association for ten years; president of the Grant Club, Des Moines, in 1913-14; president of the Iowa Society Archæological Institute of America, 1914-16. His favorite recreation is billiards, a game at which he is an expert player. Mr. Brigham married in Watkins, N. Y., in 1875, Antoinette, daughter of Levi M. Gano. In 1892 he married, in Ottumwa, Ia., Lucy H. Walker, daughter of W. W. Walker. His children are: Ann Gano Brigham, wife of Charles P. Hartley, of the Agricultural Department, Washington, D. C.; Ida Wilkinson and Mary Walker Brigham, of Des Moines.

SCOTT, Harvey W., editor, b. near Peoria, Ill., 1 Feb., 1838; d. in Baltimore, Md., 7 Aug., 1910, son of John Tucker and Anne (Roelofson) Scott. His great-grandfather, and earliest paternal American ancestor, John Scott, supposedly a native of England, came to South Carolina shortly before the Revolution. His wife was Chloe Riggs, of North Carolina. John Tucker Scott (1809-80), father of Harvey W., was a native of Washington County, Ky., born within eighteen miles of the birthplace of Abraham Lincoln, and just six days before that event. At the age of fifteen he accompanied his father, James Scott, to Tazewell County, Ill., near Peoria. In 1852 he migrated with his family of nine sons and daughters by ox team to Oregon. The wife of John Tucker Scott, Anne Roelofson, was of German descent. Their son, Harvey W., at the age of fourteen went with his father's family to Oregon, arriving at Oregon City on 2 Oct., 1852. In the spring of 1854, following a year and a half spent in the Willamette Valley, he accompanied his father to Puget Sound, where a pioneer home was erected on land still known as "Scott's Prairie." During the following year a war with the Indians of that region broke out, and young Scott enlisted as a volunteer. In 1856 he worked as a laborer in the Willamette Valley, and, while contributing his share toward the support of the family, managed to save a little money to aid him in securing an education. In December of that year he entered Pacific University, situated at Forest Grove, but four months later was obliged to abandon his studies temporarily, because of his limited financial resources. For some time he worked as a wood-cutter and, during the winter of 1858-59, attended the Oregon City Academy. In the following autumn he resumed his studies at Pacific University, meantime supporting himself by securing occasional work at wood-cutting, team-driving and school-teaching. After his graduation in 1863, he endeavored to continue school-teaching, but finally abandoned that occupation to study law in the office of the late Judge E. D. Shattuck, at Portland, at the same time acting as librarian of the Portland Public Library. In 1865 Mr. Scott formed an editorial connection with the "Oregonian," and his first contribution to its columns as editor, appearing on 17 April, was an editorial on the assassination of President Lincoln. Although admitted to the bar of the State Supreme Court in September of that year, Mr. Scott never practiced, having accepted the editorship of the "Oregonian," except for a period of five years, during which he served as collector of the customs at Portland, he retained his connection with that newspaper until his death. Toiling with great enthusiasm and rare ability, Mr. Scott finally brought the "Oregonian" to a point where it enjoyed a continuous success, and gained the favorable attention of many prominent men in all sections of the country. Among the products of Mr. Scott's pen are essays on literature, theology, and history. In turning to the economic affairs of the country, the subject of currency attracted his chief attention, and the result of his long fight in behalf of the gold standard was strongly marked in the Oregon elections of 1896, when the "sound money" party triumphed in the face of great opposition and apparent defeat. Mr. Scott lived to see the issue of free silver eliminated from American politics. Another subject which called forth brilliant editorials from his ever active pen was the "repudiation" of the public debt. Replying to various proposals in favor of repudiation Mr. Scott cited the fact that the same arguments that were then being used against the payment of government obligations were given at the close of the Revolutionary War. On the question of the tariff Mr. Scott was directly opposed to the views of the Republican party. Nor did he uphold the policy of the Democrats. Never, he declared, would the question be settled until every vestige of protection was removed. From 1880-86, during a period when outrages on the Chinese were very prevalent, Mr. Scott incurred the enmity of the authors of these acts of violence by his vigorous denunciation of them. At one time numerous threats were made against his life. While opposed to the forcible ejection of the Chinese, Mr. Scott was, however, in favor of restricting immigration. Throughout his career, also, he took a determined stand against Socialism, which he defined as "the growing disposition to substitute communism for individualism, an increasing desire to use the State as a vehicle for the support of the thriftless by levying upon the accumulation of the thrifty." In 1904 the initiative and referendum, followed by the direct primary, became a part of the Oregon law. Mr. Scott was the most relentless of the new system's many foes, even though he was strongly urged to use it to his own advantage, in the way of having himself elected a U. S. Senator; for it had been pointed out that he was almost certain to succeed—he would not consent. Of the direct primary he said that while it was a blow to "boss" rule, it meant the loss to public service of the really best men and the consequent selection of self-seeking politicians. He





Isaac L. Rice

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objected to the initiative and referendum as being a disturbing and dangerous factor in every election. While in the main an ardent supporter of the Republican party, he was never desirous of obtaining any public office. During 1870 he was induced to accept the post of collector of customs at Portland, and in that capacity proved of great worth to the government. In 1909, when he declined the Mexican ambassadorship, offered him by President Taft, he said in explaining the reasons for his action: "I did not wish to tangle my newspaper with politics. I am convinced that the ownership or editorship of a newspaper is incompatible with political ambition." Mr. Scott was president of the Oregon Historical Society from 1898 until 1901, and president of the Lewis and Clark Exposition at Portland during 1903 and 1904. He served as director of the Associated Press from 1900 until his death. Upon his death in 1910 the following tribute, among a great number of others in similar vein, was paid him by the Indianapolis "Star": "The newspaper profession never had a braver, finer, truer toiler in its ranks. To its duties he brought full knowledge of the lore of antiquity, profound mastery of history, intimate acquaintance with the best literature of all ages, and a style whose simplicity, sublimity, and cogency are matched only in the highest models." He married twice: first, 31 Oct., 1865, Elizabeth A. Nicklin, of Salem, Ore., and second, 28 June, 1876, Margaret McChesney, of Latrobe, Pa.

RICE, Isaac Leopold, lawyer and financier, b. in Wachenheim, Rhenish Bavaria, Germany, 22 Feb., 1850; d. in New York City, 2 Nov., 1915, son of Mayer (or Maier) and Fanny (Sohn) Rice. In 1856 his parents emigrated from Germany to the United States, and settled in Philadelphia, Pa., where he received his preliminary education at the Central High School. Somewhat strangely, when the great professional and financial activities of his later life are taken into consideration, his youthful ambitions were strongly centered upon an artistic career, and he exhibited remarkable talent in music, literature, and art. At the age of sixteen and with small capital, he sailed for Europe, and entered the Conservatoire National, Paris, where he took up the study of music, working untiringly for several years, and including in his studies harmony and counterpoint, piano and other musical instruments, and vocal music. So far did he progress in his chosen profession that he made a concert tour through Germany, and paid a visit to England. During the latter part of his stay in Paris, he acted as correspondent for the Philadelphia "Evening Bulletin." In 1869 he returned to America, where he continued to study, and taught music, in order to support his parents, brothers and sister. In addition to the daily ten hours' teaching, he produced many songs and orchestral and piano compositions, all of marked merit. With tireless energy he studied and became proficient in many languages, including Latin, which he read with the utmost ease; wrote many articles and critical reviews, which he contributed to various magazines and newspapers, finally producing, at the age of twenty-four, a scientific treatise entitled, "What is Music?" a classic among books of its kind, which later appeared in the popular edition of the "Humboldt Library of Science." In 1878, probably by reason of the incentive he received from his classical studies, and because the subject offered new fields for exploration to his indefatigable energy and ambitious spirit, Dr. Rice, without interrupting his other pursuits, entered the law school of Columbia University, where he was graduated *cum laude*, two years later receiving, among other prizes, that for the best essay on the subject of Constitutional and International Law. In 1882 he became a member of the faculty of Columbia University, lecturing upon political science, of which subject, it is said, few men ever had a better grasp or a more thorough knowledge; in 1884 he became instructor in the Columbia Law School. In 1886 he severed his connection with the university, and entered upon the practice of law. With characteristic versatility Dr. Rice was as successful in his new career from the outset as he had been in the widely diversified vocations he had previously chosen. Becoming counsel for the Brooklyn Elevated Railroad Company, he won the fight of the bondholders of that company, and was instrumental in effecting the reorganization of its interests, so that assessments were avoided and the company enabled to raise money by voluntary subscription, a departure in the management of large corporations that had hitherto been unknown in the world of finance. Shortly after this he again had an opportunity to exercise his remarkable ability as an organizer and promoter in the rehabilitation of the St. Louis and Southwestern and the Texas Pacific Railroads. Subsequently he became counsel and director of the Richmond Terminal Company, Richmond and Danville and Eastern Tennessee System, the Georgia Company, and others which now constitute the Southern Railroad Company. In 1889 Dr. Rice became chairman of the syndicate formed to purchase the controlling interest in the Philadelphia and Reading Railroad. It was in this capacity that he achieved perhaps his greatest legal success, in the judicious settlement of the many difficulties in which the Philadelphia and Reading Company was then involved. He also formulated a plan for its management which was substantially adopted when the final organization of the company was effected in 1894. In the summer of 1889, during one of his frequent trips to Europe, Dr. Rice became greatly interested in the electric storage battery. In 1892 he resided in Europe as foreign representative of the Reading Company and during this time continued his investigations of the principles and possibilities of electric batteries. On his return to this country in 1893, for the third time in his career, he made a complete change in his business activities, and undertook to establish the electric storage battery industry upon a firm foundation. He became largely identified with the Electric Storage Battery Company of Philadelphia, and as the result of his energy and ability, that enterprise became the most successful and powerful corporation in that line of business. In 1897 he was made its president. In 1896 Dr. Rice practically founded the electric automobile in-

dustry in this country by virtue of his organization of the Electric Vehicle Company, of which he became president, holding this office for the three ensuing years when he declined re-election. His connection with this industry is historic, for he brought the first automobile to New York, and for some time waged a spirited campaign to have it allowed upon the parkways. Dr. Rice was one of the first, probably the first, of the business men in the country to detect the possibilities of the submarine boat industry, his foresight, which amounted to prophetic power, having enabled him to see years in advance of the rest of the world the efficiency of the undersea boat. In 1898 his genius for organization directed itself to this end and he established the Electric Boat Company, of which he was president and chairman of the board from its inception until within a few months of his death. Dr. Rice was a pioneer in another important innovation, the commercial utilization of the moving train for the generation of electricity to light railway trains. The first attempt in this line was made by the Consolidated Car Light and Power Company, which he organized. The principles employed in this early work have been gradually adopted and are now in use by all the leading railway systems of today. He was president of the Holland Submarine Boat Company; Siemans-Halske Electrical Company of America; National Torpedo Company; Electric Launch and Power Company; Industrial Oxygen Company; Consolidated Railway Light Equipment Company; Lindstrom Brake Company; New Jersey Development Company; Railway and Stationary Refrigerating Company; Société Française de Sous-Marins of Paris, France; the Casein Company; National Milk Sugar Company; Rosemary Creamery Company; Casein Manufacturing Company; Quaker City Chemical Company; Water Paint Company of America; founder of the Electrical Axle Light and Power Company; director in the Heating and Power Company; Chicago Electric Traction Company; Forum Publishing Company; the Buckeye Rubber Company; and the Consolidated Rubber Tire Company. Not content with all these manifold activities, Dr. Rice kept up his interest in artistic and literary pursuits to the end of his life. In 1886 he founded the "Forum," one of the foremost periodicals of America. As president of the Forum Publishing Company from its inception to the time of his death, and owner of the greater part of its stock, Mr. Rice always took a lively interest in this publication. Although his professional and innumerable other duties made it impossible for him to take an active part in the editing of the magazine, he contributed numerous authoritative articles to its pages, as well as to those of other prominent periodicals, such as the "North American Review," the "Century," etc. His library of French memoirs and history was one of the most complete collections of the sort in existence, and has been presented by Mrs. Rice to Bates College, Lewiston, Me., as a memorial to her husband. In 1902 this institution conferred upon Mr. Rice the honorary degree of Doctor of Laws in recognition of his work in the field of electrical industry. In 1912 Mr. Rice was elected a life member of the Albany Burgesses Corps, the oldest veteran military command in the United States. This honor, the highest within the gift of the Corps, which has only thirty life members, was conferred upon him in recognition of his representing "that high type of American citizenship which has done so much to develop and uplift our wonderful country." Dr. Rice was a member of the Franklin Institute of Philadelphia, Bar Association of New York; Lawyers, Harmonie, Lotos, Columbia Yacht, and Automobile Clubs of New York; Union League Club of Chicago, and the City Liberal Club of London. Mr. Rice was an enthusiastic devotee of the game of chess, in which he gained great proficiency; his name became famous in chess circles all over the world by his invention of the "Rice Gambit," a new chess opening which he made known some twenty years ago, and which has since been proved incontestably sound. So keen was Dr. Rice's interest in the royal game, and so great his enthusiasm, that he undoubtedly became one of the most generous patrons of chess of the present day. He was a member of the Franklin Chess Club of Philadelphia, Manhattan Chess Club, and St. George's Chess Club of England. He organized the Triangular College Chess League for the purpose of holding international university chess tournaments, and for many years gave the trophies. This College chess was very dear to his heart and his gift of the international trophy, valued at $1,300, which was contested for in many matches by Oxford and Cambridge, representing England, and at various times, by Columbia, Yale, Harvard, Cornell, Princeton, Brown, and Pennsylvania, will ever stand as a monument to his absorbing passion for promoting and encouraging chess in educational institutions. In addition to those named, other colleges, such as New York University, the College of the City of New York, Hamilton and Johns Hopkins, as well as the High School League in New York, were made the recipients of valuable championship chess tables, on which were placed silver medals to receive the purple inscriptions as tournaments were decided and the title changed hands. The Cuban-American Trophy, the gift of this generous patron, is in Havana, awaiting the advent of the American team to throw down the gauntlet to the countrymen of Capablanca. Those who have been privileged to enjoy the hospitality of this ardent devotee, will long remember the famous chessroom of the Villa Julia on Riverside Drive, hewn out of the solid rock in the basement and accessible by an automatic elevator, which communicates with the floor above. In the hallowed confines of this remarkable underground chamber Dr. Rice and his chess associates gathered, and it was here that the Rice Gambit Association, an informal, but enthusiastic and devoted band of players and analysts, came into being. Here, also, several of the cable matches with the British universities were conducted, and members of the Triangular College Chess League held their meetings—occasions never to be forgotten and thoroughly illuminative of the spirit which moved Isaac L. Rice into benevolent action. Dr. Rice was indeed a man of most extraordinary gifts. The possessor of an alert mind, strong personality, and keen judgment, as well as an

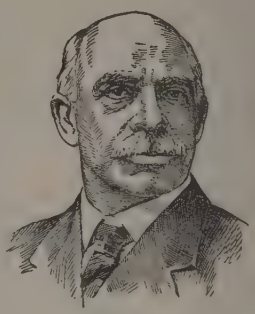
original thinker, he was unique among the business and professional men of his day. He was widely informed on many subjects, and used his great executive ability and tremendous energies to make his ideas useful to the world in a practical way. He was many years ahead of his generation in thought, and a pioneer in many of this country's most important industrial enterprises, all of which he promoted almost single-handed and by the use of his own capital. A lover of literature and all the arts, a professional man by education, and an organizer and financier of international repute, he represented the type destined by nature to prevail and dominate. He was at all times generous and kind, a valuable counselor, and a devoted friend. Dr. Rice married 1 Dec., 1885, Julia Hyneman, daughter of the late Nathaniel Barnett, of New Orleans, La., a woman of such unusual personality that it was undoubtedly from her that his great energies, efforts, and enthusiasms received the greatest help and encouragement. One of the many sides of this man of genius was his wonderful home life, where he derived his chief pleasure and relaxation in the society of his wife and six children. As a tribute to her husband, Mrs. Rice has recently given a Gate and Fountain to be erected at the main entrance of the Betsy Head Playground, Brooklyn, one of the most important public playgrounds in existence, and in his memory she is building the Isaac L. Rice Memorial Hospital for Convalescents, to the erection and maintenance of which she has set aside a sum well in excess of $1,000,000. An ideal site has been chosen at North Tarrytown, and the hospital, which is to be non-sectarian, promises to be a model institution.

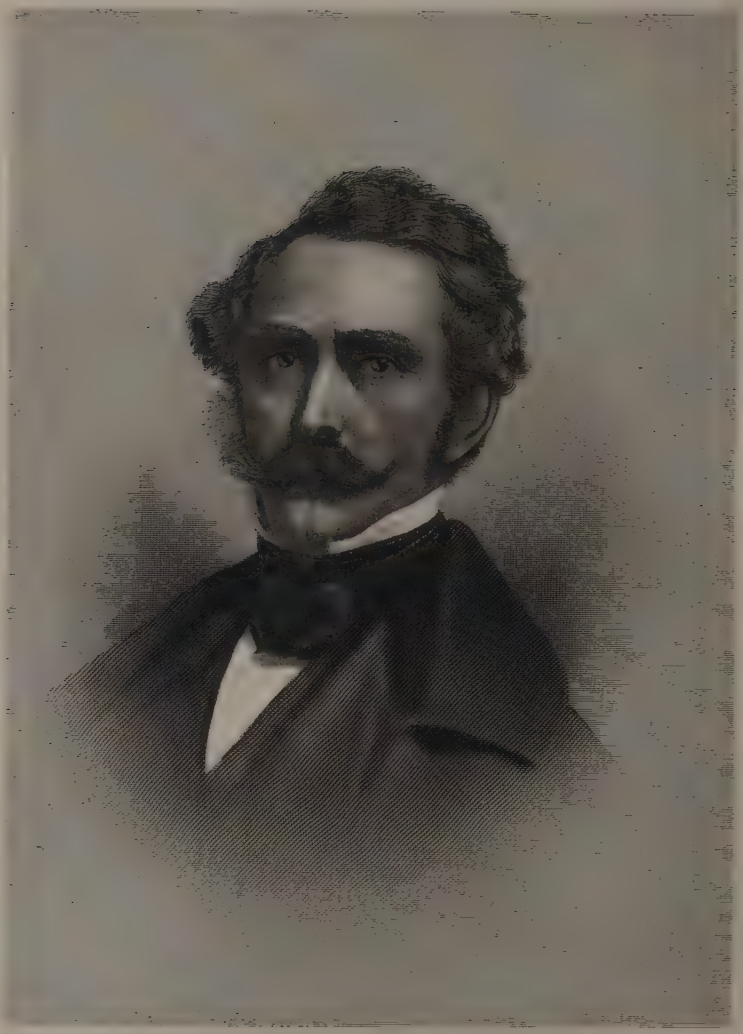
ALEXANDER, John White, painter, b. in Allegheny City, Pa., 8 Oct., 1856; d. in New York City, 1 June, 1915. His parents died when he was an infant, and he was brought up by his grandparents. He began to earn his living at the age of twelve years as a messenger boy in a Pittsburgh telegraph office. In his spare time he made drawings which were clever enough to arouse the interest of one of the directors of the company, who adopted him. He made a trip in a skiff on the Ohio and Mississippi Rivers, sketching along with Robert Burns Wilson, who became known as a poet and painter. At the age of eighteen years he came to New York with the hope of becoming an illustrator, but he met with little encouragement, due to his lack of training. He succeeded in securing a position as apprentice in the art department of "Harper's Magazine." After serving there for three years, he went to Europe where he studied in Munich and Polling, Upper Bavaria, and Florence, Italy. On his return to New York in 1881, he tried illustrating for a time, and then took up portrait painting. Among his portraits of famous persons were those of Oliver Wendell Holmes, Thurlow Weed, George Bancroft, John Hay, Walt Whitman, John Burroughs, and Levi P. Morton. He spent the summer of 1885 in England, where he painted portraits of Robert Louis Stevenson, Robert Browning, Alphonse Daudet, Thomas Hardy, and Swinburne. He exhibited three of his portraits in Paris in 1894, following which he was elected an associate of the Société Nationale. In 1895 he was elected a sociétaire. In 1897 he received the Temple gold medal in Philadelphia; in 1898 the Lippincott prize; in 1900 a gold medal of the first class in Paris; and a medal in Buffalo in 1901. Among his principal works may be mentioned the "Pot of Basil" and "The Mirror" (1897); "Pandora" (1898); "Peonies," Society of American Artists (1898); "The Green Bow," exhibited in the Paris Salon (1900) and owned by the Luxembourg Museum; portrait of Walt Whitman, owned by the Metropolitan Museum of Art, "In the Café," owned by the Philadelphia Academy of Arts; "Femme Rose," owned by the Carnegie Gallery, Pittsburgh; and six mural decorations in the Congressional Library, Washington. While Mr. Alexander was widely known as a painter of portraits, his pictures of figure subjects have also brought him a high reputation. These, consisting usually of a single female figure in a simple setting as to background and accessories, are distinguished by their fine effects of atmosphere and by a decorative quality in line and color that is as individual as it is excellent from a technical point of view. Mr. Alexander was president of the National Academy of Design, the National Institute of Arts and Letters, the School Art League, the MacDowell Club, and trustee of the Metropolitan Museum of Art and the New York Public Library. Mr. Alexander was a member of the Society of American Artists, Society of Mural Painters; Architectural League; a corresponding member of the International Society of London; member of the National Academy of Design; the Secession, Vienna; the Secession, Munich; the Austrian Society of Painters; the Society of American Painters of France; and a chevalier of the Legion of Honor. He was a member of the International Jury of Awards at Paris, 1900. In 1905 he was honored with the degree of M.A. at Princeton University, and in 1909 received the degree of Litt.D. He was married in November, 1887, to Elizabeth W. Alexander, of New York, and has one son.

DODGE, Grace Hoadley, philanthropist, b. in New York City, N. Y., in 1856; d. there, 27 Dec., 1914, daughter of William Earl and Sarah (Hoadley) Dodge. She was educated in a seminary at Farmington, Conn., where, while a pupil, she first heard the late Dwight L. Moody, the evangelist, and received so profound an impression that it influenced the rest of her life; originating her determination to devote her attention to bettering the condition of women workers. In 1886, when Miss Dodge was only thirty years of age, she was appointed to the Board of Education of New York City by Mayor Grace, being the first woman to occupy such a position. She took an active part in the founding of Teachers College, at Columbia University, and was for many years its treasurer. In 1906 she took a leading part in the organization of the National Board of the Young Women's Christian Association, of which she was president at the time of her death. It was in connection with this institution that she was most widely known. She was one of the largest contributors toward the fund raised for the building erected at 600 Lexington Avenue, New York City. To the work of the National Board she devoted most of her energy, but her in-

terests in other fields were many and varied, broadening within the last few years. She organized the Working Girls' Society, and also the Travellers' Aid, the work of the latter organization consisting of the protection of young women traveling alone, who are met at railroad stations by agents of the society. In November, 1913, Miss Dodge was elected vice-chairman of the committee directing the campaign to raise $4,000,000 for the Young Men's and the Young Women's Christian Associations, to which she herself contributed $300,000. When the American College for Girls was founded in Constantinople, Miss Dodge took an active part in making it a success. She was a member of the board of trustees of the college, and at the time of her death was president of that body. In March, 1914, she became a director of the Religious Education Association; was vice-president of the Industrial Education Association, and for many years she was actively interested in mission work for children on the East Side, in New York City. Miss Dodge was one of that small group of large-minded, capable women who have, during the past twenty years, taken a very active part in the betterment of civic conditions in New York City. She was not a philanthropist in the ordinary sense of the word; she gave no financial assistance where she did not give herself as well. She was extremely retiring, and, as has been said, had a "real talent" for avoiding publicity. She was, therefore, never featured by the sensational press. Few men were better fitted than she to deal with large affairs, and to take the long look ahead. Had she been a woman of limited means, she must still have risen to prominence through her strong personality and her vast capabilities. Few men or women have ever showed so sensitive a realization of the responsibility of wealth as did she. Her life was wholly given to others. She allowed herself only two weeks a year for vacation; the rest of her time was completely devoted to the many civic interests to which she gave, her money, incidentally, and her devoted labor at all times.

HAYNES, James Clark, lawyer and mayor of Minneapolis, b. at Van Buren, Onondaga County, N. Y., 22 Sept., 1848; d. in Minneapolis, Minn., 14 April, 1913, was the son of James Haynes, a farmer, and Eliza Ann, daughter of Sereno Clark, who represented Oswego County in the State Constitutional Convention held at Albany in 1846. On the paternal side he was descended from Jonathan Haynes, who came from England about 1630, and settled first in Newburyport, Mass., and finally in Haverhill, Mass., and his second wife, Sarah Moulton. The line of descent runs through Thomas and Hannah (Harriman) Haynes; Joseph and Elizabeth (Clement) Haynes; Joseph and Anna (Heath) Haynes; David and Martha (Wilson) Haynes, the grandparents of our subject. Several of these ancestors played prominent parts in the history of Haverhill; Joseph (2d) was active in the Revolution, and as a member of the first Provincial Congress at Ipswich and Salem, Mass., in 1774, helped to formulate resolutions for presentation to the Congress, subsequently serving in the war as officer in a New Hampshire regiment. James C. Haynes was brought up on his father's farm, and received his early education at home. When his father removed to Baldwinsville, the boy was sent to the common school, but during the Civil War assisted with farm work because of the scarcity of help, even after entering the local academy and teaching school while pursuing his studies. Later he attended the Onondaga Valley Academy and the Cazenovia Seminary, then studied law in the offices of attorneys at Syracuse and Baldwinsville, and, during 1874-75, at the Columbia Law School, in New York City. He was admitted to the bar in 1875 and entered upon the practice of his profession with the firm of Pratt, Brown and Garfield, at Syracuse. Three years later he formed a partnership with R. A. Bill, of Eau Claire, Wis., and when the latter removed to North Dakota in 1879, Mr. Haynes settled in Minneapolis to practice independently, specializing in corporation law. He also became interested in commercial enterprises, and with Alfred T. Williams organized the A. D. T. Company of Minneapolis, of which he was president until the business was sold to the A. D. T. Company of Minnesota in 1906. Politically Mr. Haynes early became affiliated with the Democratic party. Though in a Republican community he commanded sufficient following to be elected in 1890 alderman from the second ward, as the first Democrat till then. In 1892, while still a member of the council, he was nominated for mayor, and though unable to overcome the Republican handicap, ran ahead of his ticket by 2,000 votes. After an interval of ten years he again entered the lists, as the nominee of his party for mayor, and at the election of 1902 was elected to the office by a plurality of over 5,900. His administration was essentially one of reform, and though nominated by a Democratic organization he may be properly regarded as an independent. Already as alderman he advocated such measures as that providing for transfers on street cars, the reduction of the price of gas and the day labor system on public works. In his inaugural message as mayor he recommended the adoption of a new city charter, civil service in all departments and general measures of public economy. At the following election he was defeated by a close margin only to be re-elected by a larger plurality (3,565) in 1906; again in 1908 and in the three-cornered fight in 1910 when the Socialist candidate ran a close third. He steadfastly safeguarded the people's interests throughout his incumbency, vetoing every ordinance not in line with his policy, promoting many reform measures and memorializing the legislature for laws where needed to carry them out, as in the case of civil service for the police department. He





Wm. T. G. Morton M.D.

was especially active in bringing to terms the local gas company, advocating the purchase of its plant by the city within five years. He was finally forced to accept a twenty-year purchase clause, though he refused to give his signature to the compromise, and the question of social reform received his special attention and particularly the liquor question. By the co-operation of social workers, the city departments and city hospital, Minneapolis has been able to solve the social problems with an extraordinary degree of success. Statistics show that under the Minneapolis plan over 75 per cent. of drunkards have reformed and become valuable citizens. Mayor Haynes incorporated "clean-up" week, now an annual custom in Minneapolis; he organized citizens' committees to influence legislation affecting the city and county at the beginning of three legislative terms; he appointed the first woman police officer in his city; and he abolished the three "red light districts" in Minneapolis. The esteem in which Mr. Haynes was held by his fellow citizens was shown when upon his retirement from office a testimonial was presented to him with the words: "We your friends and fellow citizens, desire to express to you upon your retirement from the office of our chief executive our honor and respect for the honesty and fearless fidelity with which you have labored for the best interests of Minneapolis as mayor of longest continuous service, and to add thereto our sincere regard as neighbors, friends, and citizens." His untimely death soon after caused widespread grief among all classes, and unusual honors were paid to his memory. The body lay in state in the city hall and official cognizance of the event was taken by all municipal authorities. Mr. Haynes was a member of the Commercial, St. Anthony, and Six O'clock Clubs of Minneapolis, and a thirty-second degree Mason, a Shriner, an Elk, Knight of Pythias and a member of the Loyal Legion. He was a devoted member of All Souls Universalist Church of Minneapolis, and would not permit any secular matter to interfere with his religious duties. He married at Skaneateles, N. Y., 4 Sept., 1879, Sara E., daughter of Col. Chester Clark, and had three children: Harold, deceased; Ruth, wife of Leslie F. Carpenter, and Dean Clark.

MORTON, William Thomas Green, discoverer of anæsthesia, b. at Charlton, Mass., 9 Aug., 1819; d. in New York City, 15 July, 1868, son of James and Rebecca (Needham) Morton. His earliest American ancestor was his great-grandfather, Robert Morton, a native of Scotland, who settled first at Mendon, Mass., and later in Eastern New Jersey, where he obtained a large grant of land. His grandfather, Thomas Morton, was a soldier in the American Revolution. His father was a farmer. Dr. Morton obtained the rudiments of his education in the district school of his native village, while his body was inured to exercise by work on the farm, and by country games and horseback riding. But his father, aiming to give him better opportunities to develop his mind, sent him to a neighboring academy, and later to more advanced academies in Oxford, Northfield, and Leicester. The straitened means of his parents compelled him to abandon, at the age of nineteen, any further efforts to secure a liberal education and for two years thereafter he was employed as clerk in a Boston publishing-house. But Morton had resolved on being a physician; and during the somewhat unsettled period surrounding his attainment of his majority, he kept this purpose steadily in view. About the year 1840 he entered the Baltimore College of Dental Surgery. Dentistry, at this time, had not reached anything approaching its present development, nor was a dentist's position in the community so highly regarded as that of a regular physician. Nevertheless, it was a means to that end, in Morton's judgment; and he threw himself into the study with characteristic vigor, planning to use it as a stepping-stone to his larger ambition. During eighteen months, from August, 1840, he accordingly devoted himself assiduously to this study, partly in Baltimore, and partly nearer home. The experience redounded to his subsequent advantage in one important particular. In spite of his rugged outdoor life, he had always been very compassionate of pain. Dentistry, at that comparatively primitive period, was little better than torture, not only to the patients, but to the sympathetic operator. Morton's fertile and original mind at once began to consider ways and means of lessening or averting this suffering. In all his professional studies, observations, and practical work, he never swerved from this aim, so that when, a few years later came the opportunity to realize his hopes, he was well prepared to take full advantage of it. Meanwhile he brought his preliminary studies to an end and began the actual practice of dentistry in partnership with Horace Wells, of Hartford, Conn., opening an office at 19 Tremont Street, Boston, which he retained long after the partnership was amicably dissolved in 1843. Wells, a man of weak but affable disposition, was later drawn into the famous controversy regarding priority of discovery of surgical anæsthesia. So thoughtful and independent a man as Morton could not long engage in the dental profession without perceiving that it was far from having realized its possibilities, and thus seeking means to uplift it toward the ideal. Others had perceived the deficiencies, and had even made sporadic attempts to remedy some of them, but nothing of real importance had been done, until Morton entered the field. And it was not long before his activity, and the measure of success which went with it, began to unite against himself alone the hostility which had before been spread among all. He appeared as an innovator, and innovation is a heresy which the ethics of the profession could not easily pardon. His popularity among his patients, however, constantly increased, and his rooms on Tremont Street were well filled. His attractive presence and manners, and his skillfulness and diligence in his work inspired general confidence. One of his devices was a new kind of plate for artificial teeth, a marked improvement in principle over former ones, but open to the serious drawback, that it involved the painful process of extracting the roots of the old teeth as a preliminary to its insertion. If the plate were to succeed, and success would mean fortune—this difficulty must be overcome. Morton bent all his abilities to overcoming it. The problem

to be solved was: could the pain be deadened or annulled? And if so, how? Morton took the affirmative side in the first question, and resolved to leave no means untried to affirm the latter. Several anodynes were already known to medical science, and Morton tried the effects of various opiates, and even of mesmerism; nor was the stupefying influence of alcohol neglected. But nothing satisfied him, and his experiments soon convinced him that what he needed was a thorough training in the science of medicine. This would seem a vast undertaking for a young dentist just started in practice; but Morton did not hesitate. He first began medical study under Dr. Charles T. Jackson, in March, 1844; and in November of the same year he was matriculated in the Medical School of Harvard University, where, as is evidenced by certificates, he entered for the full course in every department during two years. For reasons which will presently appear, he was not destined to graduate; but the medical degree was afterward conferred upon him, *honoris causa*, by the Washington Medical University of Baltimore, an institution since merged in the Baltimore College of Physicians and Surgeons. Meanwhile, Morton had access to Dr. Jackson's laboratory, and there he happened upon a substance which immediately interested him by reason of its properties as an anodyne. By applying it externally to the region of a painful tooth, he discovered that the pain was abated, without serious after effects. The revelation set him on fire; but he kept his own counsel, and devoted himself to unremitting experiment. He was not long in finding, and certain casual remarks of Jackson as to previous experiences of his own confirmed him in the conviction—that the inhalation of the vapor of sulphuric ether produced an insensibility to pain even more marked than did external applications. He had the resolution to test it first upon himself, and become completely unconscious for several minutes. Experiments upon animals followed, with the same result. Was it possible that the great secret was at last in his power? A great secret, indeed, for it meant far more than success in dentistry. It meant a complete revolution throughout the entire field of surgical science. Flushed with eagerness, Morton induced a certain Eben Frost, suffering from a raging tooth, to submit to the operation. The outcome was triumphant. Frost was relieved of his tooth without one twinge of suffering; and thus, on the evening of 30 Sept., 1846, the first real step in annulling pain was successfully taken. It so happened that this was no haphazard or ignorant piece of good luck, but a result arrived at by intelligent and purposeful study and experiment, a scientific theory proved by practice. The young dentist already merited the title of one of the great benefactors of the human race. No one could realize better than Morton, however, that much yet remained to be done; and he still kept his discovery to himself. He would not hasten with it before the world until he was entirely certain that there was no mistake. He made numerous other painless extractions of teeth in his offices; but what was needed was a public demonstration, in the presence of leading physicians and surgeons, of the sovereign value of the inhalation of sulphuric ether in major surgical operations. And the faith and courage of the young discoverer are established by the fact that the theater he chose for his demonstration was nothing less than the operating-room of the Massachusetts General Hospital, at that time the leading institution of its kind in the United States. Dr. John Collins Warren, the senior surgeon, agreed to perform the operation upon a hospital patient suffering from a vascular tumor in the neck, after unconsciousness had been produced by the new anodyne (to which Morton provisionally gave the name of "Letheon,"—not revealing its true nature even to the distinguished surgeon). When everything was ready, and the most eminent physicians and surgeons in the city were assembled, together with a number of students, all somewhat skeptical as to the success of the experiment, Morton appeared and administered his "compound." In a few minutes the patient was declared insensible. He lay there, to all outward appearances a dead man. The situation evokes the sanguine impetuosity and self-devotion of the young ungraduated doctor. For there was no doubt, as was afterward admitted, that had the patient died, Morton would have been arrested for manslaughter. He was risking his own life upon the hazard of the die. Yet he cannot be accused of recklessness; he knew, so far as human knowledge could assure him, that he was right. But the chapter of accidents is a long one. Warren commenced the operation. It was effected in his usual masterly manner, and the patient lay throughout unconscious. After the tumor had been removed, he revived, and declared that he had felt no pain. "Gentlemen," said Dr. Warren, in his characteristic grave and impressive manner, "this is no humbug." And his associate, Dr. Henry J. Bigelow, added, "I have today seen something that will go round the world." He was right. Before six months had passed, every surgeon of civilization knew that a genuine abolisher of pain had revolutionized what Dr. Oliver Wendell Holmes termed the "art of pruning one's fellow man." It was Dr. Holmes who later suggested the name "anæsthetic," as applied to sulphuric ether, chloroform, and other anodynes, and this was substituted by Morton for his own title of "Letheon." "It will be repeated," wrote Dr. Holmes to Morton, "by the tongue of every civilized race of mankind." In an address before the Boston Society of Medical Improvement, 4 Nov. 1846, Dr. Henry J. Bigelow formally announced the advent of painless surgery. It was the signal for the long and bitter controversy extending over a score of years, and hardly stilled by the premature death of Morton himself, as to whom belonged the credit for the discovery. Nor was Morton's claim attacked merely; but medical conservatism frowned upon the new procedure as a piece of quackery, and some of the leading medical journals of the day denounced it as dangerous and indefensible. When Morton realized that the administration of sulphuric ether was open to abuses in ignorant hands, which might render its effects migratory or injurious, he took out a patent for the discovery, not more to protect himself than the public. This was an error of judg-

ment, though not of principle; and he committed a second mistake in allowing Dr. Charles T. Jackson to claim association with himself in the presentation of the new anodyne. For Jackson, a man of versatile talents, and wide rather than deep erudition, had dabbled in many things, but accomplished nothing; and as soon as he recognized the value and success of etheric administration, he claimed the entire credit for its discovery and application; Morton, he said, was "merely my agent." Jackson had local reputation and popularity in Boston, while Morton was, comparatively, an unknown outsider. Jackson had already tried and failed to wrest from Professor Morse the honors of electric telegraphy; he was determined not to fail in his claims against Morton. Distinguished scientists in Europe were among his friends and correspondents, and he now turned them to practical use. Dr. Wells, Morton's former partner, also, who, unsuccessful in dentistry, had abandoned it for other pursuits, joined on his own account in the attack; and still other claimants were heard from, in spite of previous silence. The case was fought before Congress, between members of the medical profession here and abroad, in the public prints, and between individuals; and the result of the long conflict was that, while every attempt to purloin Morton's honors was proved to be based upon error or malice, Morton himself was, during his lifetime, denied full recognition for the greatest benefit ever conferred upon suffering humanity, though, at the same time, his discovery was saving thousands of lives and incalculable sufferings, and was enabling surgeons to make advances in their calling which would otherwise have been impossible. Morton died a poor man, in the prime of his manhood, wronged and disappointed; yet not without a host of faithful friends who courageously championed his cause to the last, raised testimonials in recognition of his deserts, and, after his death, vindicated and honored his memory. His discovery was a universal blessing, and will live forever, but to the man himself it brought mainly contentions and grief, and drove him to a premature end. Today, however, the world has winnowed the chaff from the wheat, the bogus claims from the genuine, and has laid its hand upon the true man. Morton is now generally recognized as the one to whom is due the exclusive credit for the immeasurable gift of painless surgery. Monuments are raised to him, his achievement is blessed in public orations, his name is written among the great benefactors of his kind; but all this came too late to solace him. After two and twenty years of warfare against injustice, and after assiduous service as a volunteer surgeon on the battlefields of the Civil War, where he personally administered ether to thousands of the wounded, he died of an apoplectic attack while driving with his wife in Central Park, New York, at the age of forty-eight. Morton occupies a place in the surgical world of the nineteenth century unrivaled even by that of Lister, the introducer of antisepsis. He emancipated mankind from pain. His discovery revolutionized surgery, banished agony from the operating-room, steadied the surgeon's hand, and saved countless lives. In an eloquent and heartfelt poem read before the meeting at the semi-centennial celebration of anæsthesia, 16 Oct., 1896, the distinguished physician and poet, Dr. S. Weir Mitchell, pronounced these words:

"How did we thank him? Ah, no joy bells rang,
No pæan greeted and no poet sang,
No cannon thundered from the guarded strand
This mighty victory to a grateful land.
We took the gift—so humbly, simply given,
And coldly selfish, left our debt to Heaven.
How shall we thank him? Hush . . . a gladder hour
Has struck for him; a wiser, juster power
Shall know full well how fitly to reward
The generous soul that found the world so hard."

Dr. Morton married in May, 1844, Elizabeth, daughter of Edward Whitman, of Farmington, Conn. She was a worthy wife of her heroic husband, supporting him through all his trials with courage, love, and constancy. Of their three sons and two daughters, four survive. Two sons, William James and Bowditch, adopted medicine as a profession. The former still practices in New York; Dr. Bowditch Morton died in 1910.

CADWALADER, John Lambert, lawyer, b. in Trenton, N. J., 17 Nov., 1837; d. in New York City, 11 March, 1914, son of Thomas and Maria (Gouverneur) Cadwalader. He was a descendant of John Cadwalader, who came from England to Pennsylvania, soon after the founding of William Penn's colony, and became a member of the provincial assembly. His grandfather, Col. Lambert Cadwalader, represented New Jersey in the Continental Congress from 1784 to 1787; was a member of the Constitutional Convention, and a member of Congress from New Jersey from 1789 to 1795. His father, Thomas Cadwalader, was a major-general in the U. S. army, and his mother, Maria C. Gouverneur, was the daughter of Nicholas Gouverneur, of New York. Mr. Cadwalader acquired his collegiate education at Princeton University, where he was graduated with the class of 1856. In 1860 he entered the Harvard Law School, and, after completing the course there, was admitted to the bar, and began practice in New York City. He became a member of the law firm of Bliss and Cadwalader, which, later, became Eaton and Cadwalader, then Strong and Cadwalader, and finally, in 1914, shortly before his death, Cadwalader, Wickersham and Taft. In 1874 Mr. Cadwalader was appointed Assistant Secretary of State under the late Hamilton Fish, during President Grant's second administration, and this post he held until 1877. He then returned to his law practice, and never again filled public office, although frequently mentioned for places of prominence in the federal government. When President Taft was picking his ambassadors it was repeatedly rumored that Mr. Cadwalader would be chosen to represent the country at the Court of St. James. He discouraged the suggestion, however. Mr. Cadwalader was at one time president of the Bar Association of the City of New York, but his most prominent connection in the minds of the public was with the New York Public

Library, of which he was elected president, as the successor of the late John Bigelow. For many years before his election to this office he had been a member of the board of trustees and of the executive committee of the library. He probably did more, in the form of personal activities, for the library service of New York City than any other man. He worked out the plans for combining the Astor, Lenox, and Tilden foundations into one great, central library, and was instrumental in the material carrying out of this conception. He also devoted a great deal of thought to the planning out of the present magnificent building which stands at Fifth Avenue and Forty-second Street. Mr. Cadwalader was not of the type of public man who figures largely in the news columns of the daily newspapers, but his influence was a power which permeated the whole of the body politic His was a personal, rather than a popular, influence, for his opinions carried weight with those who shaped the affairs of the State or the nation. His most striking personal characteristic was his remarkable power of concentration. In a comparatively short space of time he could grasp all the essential facts of a complex problem and then simplify it. He was also a trustee of Princeton University, to which institution he made several large gifts; one, made the year before his death, amounting to $30,000; a trustee of the Metropolitan Museum of Art, to which he devoted almost as much of his time and energy as to the Public Library, and was on the boards of the New York Zoological Society and the Carnegie Institution of Washington. He was a member of the Society of the Cincinnati, the Sons of the Revolution, the American Fine Arts Society, and the American Museum of Natural History. His clubs included the Union League, Lawyers', Union, Metropolitan, Knickerbocker, University, Princeton, and New York Yacht, all of New York City. He never married.

HOLCOMB, Marcus Hensey, lawyer, banker, governor of Connecticut, b. in New Hartford, Conn., 28 Nov., 1844, son of Carlos and Adah L. (Bushnell) Holcomb. His earliest paternal American ancestor was Thomas Holcomb, who settled in Dorchester, Mass., early in the seventeenth century, but removed to Windsor, Conn., in 1635, and represented that community and Hartford in the framing of the constitution of the colony of Connecticut. His father, Carlos Holcomb, was a selectman of his town, assessor and member of the board of relief as well as executor of numerous estates and trusts. He died 2 Jan., 1895. Marcus H. Holcomb spent his boyhood on his father's farm in Litchfield County, attending public and private schools. He was to have continued his education at college, but a sunstroke so impaired his health as to compel a a modification of these plans. Instead, he entered upon a private course of law study with Judge Jared B. Foster, of New Hartford, which he pursued so diligently that he was admitted to the bar at Litchfield, Conn., on 15 Nov., 1871, at the age of twenty-seven. Throughout this time he had been supporting himself by teaching school. After his admission to the bar, he removed to Southington, Conn., 4 March, 1872, where he has maintained his residence ever since, with law offices there and in Hartford as well. During this early period, covering a little over twenty years, he was judge of the town court at Southington, a commissioner of the State Police Department and a probate judge, retaining this last honor for more than thirty years. But in 1893 he was persuaded to assume the responsibilities of higher offices and was chosen State senator. In the same year he became treasurer of Hartford County, in which office he continued until 1908. These, however, were only the preliminaries to further honors, for in 1902 he was chosen a member of the State Constitutional Convention. In 1905 he was speaker of the house of representatives. From January, 1907, until September, 1910, he was attorney-general of the State of Connecticut, after which he immediately took his place on the bench of the Superior Court of the State, where he remained until his term expired by constitutional limitation, on 28 Nov., 1914, just ten days after he had reached the age of seventy. He continued, however, as State referee, an office which he holds up to the present time. In the November State elections of 1914, the citizens of Connecticut showed their appreciation of his long and faithful services in the various offices he had held by electing him governor of the State for the regular term of two years, into which high office he was inaugurated 7 Jan., 1915, and which he still holds. Until 1888 Judge Holcomb was a supporter of the Democratic party, but at that time he found it no longer possible to work in harmony with the changing policies of the leaders of that political faith, more especially on the tariff question, so finally he felt compelled to transfer his allegiance to the Republicans, whose platform was more in accordance with his convictions. It was by them that he was nominated candidate for attorney-general of the State of Connecticut at the State convention of 1906 and elected to office with a plurality of 21,000 votes. Aside from the public offices he holds, Governor Holcomb serves as president of the Southington Savings Bank; director in the Southington National Bank, and a member of the boards of directors of several manufacturing corporations. He is a thirty-third degree Mason and a member of the Elks, the Knights of Pythias, the Red Men and the Foresters. Governor Holcomb is a regular member of the Southington Baptist Church, of whose Sunday school he is superintendent. In June, 1915, he was awarded the honorary degree of LL.D. by Trinity College. On 16 Oct., 1872, he married Sarah Carpenter Bennett, daughter of Joseph L. Bennett, of Hartford, Conn. She died on 3 Dec., 1901. Their only child, a son, died in early infancy.

CORNISH, Edward Joel, lawyer and manufacturer, b. in Sidney, Ia., 15 Dec., 1861, son of Col. Joel Northrup and Virginia (Raymond) Cornish. He was educated in the public schools of Sidney and Hamburg, Ia., and later attended Tabor College, Iowa, for three years. In 1878 he entered the State University of Iowa, and was graduated in 1881 with the degree of A.B. The following year he entered the law department of the State University, and was graduated in 1882, with the degree of LL.B. On attaining his ma-

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Edward J. Cornish

jority in December, 1882, he engaged in the practice of his profession in Omaha, in the office of Edmund M. Bartlett, then assistant U. S. district attorney for the State of Nebraska. The firm remained Bartlett and Cornish until 1889, when Mr. Bartlett retired. Mr. Cornish then became associated with Bernard N. Robertson under the firm name of Cornish and Robertson. After 1894 he continued practice without partners, until his retirement in 1906. From 1892 until 1896 he served as assistant city attorney of the city of Omaha—all cases triable by jury, to which the city was a party, being under his charge. From 1896 to 1912 he was a member of the board of park commissioners of the city of Omaha, a purely honorary position During his membership on the board, Riverview and Bemis Parks were enlarged, Deer Park, Miller Park, Kountze Park, and Curtice Turner Park, and the boulevards from Riverview Park to Bemis Park, and those from Fontenelle Park to Military Avenue, and from Elmwood Park northeast to the city limits, were acquired. The proceedings to condemn the land necessary for laying out boulevards from Bemis Park to Fontenelle Park were commenced, and the plan for a boulevard from Elmwood Park to Hanscom Park was prepared. Levi Carter Park, containing 265 acres and surrounding Carter Lake, a distance of three and a half miles on the Nebraska side, was acquired—the money to pay for the same ($100,000) being donated by Mrs Levi Carter, widow of Levi Carter, who later became the wife of Mr. Cornish. All of the lands acquired, that were not donated, were paid for from funds raised by special assessment of property benefited, based upon land values, exclusive of improvements, a radical departure from the customary methods of the time, since extensively adopted by other cities. In 1903 as the attorney for the estate of Levi Carter, deceased, and charged with the duty of disposing of its properties, he became the president of the Carter White Lead Company, and afterward sold all of the capital stock of this company to the National Lead Company In 1905 he built and became the controlling owner of the plant of the Carter White Lead Company of Canada, Limited, operating the first white lead corroding works in Canada In 1906 he accepted the proposal of the National Lead Company, previously refused, to become permanently associated with it—first as president of the Carter White Lead Company, later, in 1908, as a member of its board of directors and manager of the Chicago branch, and finally, in 1910, as vice-president and member of the executive committee, with offices in New York City. He had general charge of manufacturing. The development of the Carter process of corroding white lead, and the remarkable improvement in the sanitary conditions of the lead manufacturing plants, has been under his general supervision. Mr. Cornish was elected president of the National Lead Company on 21 Sept., 1916. While in college he was on the State University of Iowa baseball team for three years, during which period it was champion of all the Iowa colleges. He was one of the charter members of the Delta Tau Delta chapter in that institution, and an honorary member of the Irving Institute. He is a Mason, a member of Capitol Lodge, No. 3, A. F. & A. M.; of the Omaha Chapter, No. 1, Royal Arch Masons; of Mount Calvary Commandery, No. 1, and of Tangier Temple, all of Omaha. He is a member of the Sleepy Hollow Country Club, the Siwanoy Country Club, the New York Athletic Club, the Bankers Club of America, the City Lunch Club, all of New York, and the Union League of Chicago. He is on the General Administrative Council of the American Association for Labor Legislation. Although a Republican in politics, he believes that future legislation will be greatly influenced by the teachings of Henry George. He is an "Anti-Imperialist" and a "Pacifist," and advocates female suffrage. On 21 July, 1909, he married Mrs. Selina C. (Bliss) Carter, daughter of George H. Bliss, of Chicago, and widow of Levi Carter.

CORNISH, Joel Northrup, lawyer and banker, b. in Lee Centre, N. Y., 28 May, 1828; d. in Omaha, Neb., 7 June, 1908, son of Allen and Clarissa Cornish. His father, a man of strong character, emigrated from Plymouth, Mass., to Lee Centre, N. Y., in 1812, with his wife and four small children in a wagon drawn by oxen. The earliest American ancestor was Samuel Cornish, who emigrated from Cornwall, England, in 1691, and located at Plymouth, Mass., later marrying Susannah, granddaughter of Thomas Clarke, a mate on the "Mayflower" and granddaughter of Judge Barnabus Lothrop, prominent in Colonial history. The line of descent is traced through his son, Thomas Cornish, who served in the Revolutionary War, and his son, Josiah Cornish, who was the father of Allen Cornish. Through maternal lines relationship is traced to Rhoda Swift, aunt of Benjamin Franklin, and to Richard Warren, of the "Mayflower." Joel N. Cornish was educated in the public schools of his native town and of Rome, N. Y., and at the State Normal School, Albany, N. Y., which he attended in 1848. He taught school in the villages of Lee Centre, Rome, and Cuba, N. Y., studying law in the meantime. In 1854, with his young wife, he removed to Iowa City, then the capital and most important city in Iowa, where they kept a hotel for two years, Mr. Cornish, meantime, continuing his law studies. In 1856, after being admitted to the bar, he removed to Sidney, Freemont County, Ia., and began practice. His library, one of the largest at the time in western Iowa, consisted almost entirely of text-books and elementary treatises. Unlike the precedent-bound lawyer of the later generation, the pioneer lawyer was wont to start with the major premise that "the law is the perfection of human reason" and develop his conclusion by showing what was the better reason as applied to the facts of the particular case. The result was the development of a unique type of lawyer that for breadth, forcefulness, and fitness to grapple with the problems of a new commonwealth has never been equaled. Mr. Cornish rapidly acquired a large law practice extending over a radius of fifty miles from his home. In a community where the amounts involved in litigation were small his annual income for many years was from $10,000 to $20,000. Upon the outbreak of the Civil War, he was appointed

draft commissioner of the Fifth Iowa Congressional District, with the rank of lieutenant of cavalry, and later was commissioned colonel of the Iowa cavalry. In 1873, owing to trouble with his eyes, he retired from the active practice of law and founded the First National Bank of Hamburg, Ia. In 1890 he again took up active business as president of the National Bank of Commerce of Omaha, Neb., for the purpose of winding up that institution, which had become seriously involved. As a banker, while liberal in extending credit, he had a remarkable ability in distinguishing between those who were and those who were not entitled to credit. Both as a lawyer and banker, Mr. Cornish achieved a merited reputation for ability, integrity, and forcefulness. He was a Republican in politics, always active though never a candidate for office. Of splendid physique, great personal magnetism, democratic in thought and action, he was beloved and trusted by all who knew him. He was very loyal to his friends and was wont to say that he never had any friend prove disloyal to him. While principal of the high school at Cuba, N. Y., Mr. Cornish married Miss Virginia Raymond, one of his teachers. She was the daughter of Daniel Raymond, whose ancestors for several generations had lived in New York and Massachusetts, having come originally from England. On her mother's side she was of Scottish descent. Mrs. Cornish was a woman of rare grace and culture. In the early fifties she delivered a graduating address advocating woman suffrage and throughout her life was an active propagandist in behalf of equal suffrage, being a friend and correspondent of Susan B. Anthony. They had four children: Mrs. Ada L. Hertsche, Mrs. Anna V. Metcalf, Judge Albert J. Cornish, and Edward J. Cornish (q.v.).

McCLAIN, Emlin, jurist, educator, b. in Salem, O., 26 Nov., 1851; d. in Iowa City, Ia., 25 May, 1915, son of William and Rebecca (Harris) McClain. His father was of Scotch and his mother of English descent, and both were Quakers. The father was a teacher by profession and at the time of Emlin's birth was principal and proprietor of the Salem Institute. In 1855 he was advised to abandon teaching for a while and seek outdoor occupation. This, not unmixed, perhaps, with a spirit of adventure, was the cause of the family's joining the emigrants then thronging westward over the prairies in their canvas-hooded wagons. Crossing the Mississippi they finally reached Cedar County, Ia., and there, for the next ten years, lived on a farm. Finally farming was again abandoned and the father resumed teaching once more, becoming head of the public school system of the community. Emlin McClain's early education was obtained under the instruction of his mother, who taught him the rudiments of the essential studies, and something of French and drawing as well, the former so thoroughly that sometimes the conversation at home was carried on in that language. When about twelve years of age the boy was sent to an academy at Wilton, several miles away, and there he continued the studies begun at home. At the age of fifteen he matriculated as a senior in the scientific course of the preparatory department of the State University of Iowa. At about that time his father and mother removed to Iowa City, where the elder McClain later became head of the Iowa City Commercial College, where Emlin occasionally acted as instructor during his term at college. In 1872 he was graduated A.B., and then entered the law department of the university. On completing his law course he received a degree that permitted him to practice in the State without further examination. He now entered the office of Gatch, Wright and Runnels, one of the best law firms in the capital of the State. When, in 1875, George G. Wright, one of the partners, became a U. S. Senator, he appointed young McClain his secretary, and took him to Washington, where he served during the two sessions of the Forty-fourth Congress, not only as secretary to Mr. Wright, but also as clerk to the Senate Committee on Claims. On his return Mr. McClain settled at Des Moines, where his father had established a commercial college of his own, and here began to practice on his own account. It was shortly afterward that his father died. Although Mr. McClain obtained his full share of law practice, he was by temperament more of a scholar than a court-room lawyer, for as he himself expressed it, he was "never quite satisfied with the rough and tumble of trial work." Following his natural inclination, he began to write, first short articles for law magazines, then works of more permanent value. Recognizing that the bar needed one compact volume containing all the statutory law with annotations of the Supreme Court decisions, Mr. McClain made a thorough digest of fifty-seven volumes of the "Iowa Reports" and then, in 1880, brought forth the first edition of his "Annotated Statutes of Iowa," in two volumes. For eight years he continued his practice, and then accepted an appointment as professor of law in the law department of the university. This honor was largely due to his first work, which was now practically regarded by the bar and the bench as virtually the code of the State. In 1882 the general assembly passed a law providing that it should be "received in all courts and proceedings, and by all officers in this State, as evidence of the existing laws thereof, with like effect as if published under the authority of the State." In 1887 Mr. McClain was made vice-chancellor of the law school, a title which gave him virtual control of the institution. Such aptitude did he display as an executive and law instructor that in 1890 the board of regents promoted him to the head of the school. Mr. McClain had completed nearly a score of years in the service of the State at its highest educational institution when many of his former students, now prominent in the public life of the State, singled

him out as a highly desirable candidate for a position on the bench. By them he was persuaded to accept the nomination as candidate of the Republican State Convention, in 1900, with the result that he was elected a justice of the Supreme Court. During the last year of his term he served as chief justice. In 1906 the voters once more returned him to the bench, and with the year 1912, when he was again chief justice, he closed twelve years of continuous judicial service. He had not yet retired when he received a telegram from Leland Stanford University inquiring whether he would be willing to consider an offer for a professorship again. The correspondence which followed resulted in his becoming professor of law in the California institution, where he remained for a year and a half. But Iowa soon called him back again. In June, 1914, he was recalled by his old alma mater and requested to become again dean of the law school, a position he had held just fourteen years before. Homesick for Iowa, he could not refuse this offer, so he resigned his professorship in California and returned to his native State, where he remained until his death. As an educator and a jurist Judge McClain stood in the first ranks, not only within his own State, but in the whole country. As a writer he can be fully appreciated only by those of his own profession, but that appreciation, limited as it must be, on account of the subject, is deep. Aside from the many short articles he has written, he is also the author of some verse and a novel of pioneer life in Iowa, while his translations from Greek, Latin, French, and German are numerous. Among his more permanent publications are: "McClain's Annotated Statutes of Iowa" (1880); "McClain's Annotated Code of Iowa" (1888); "Outlines of Criminal Law and Procedure" (1884); "McClain's Criminal Law" (2 vols., 1897); "Constitutional Law in the United States" (American Citizen Series, 1905, 2d edition, 1910). On 19 Feb., 1879, Mr. McClain married Ellen, daughter of Henry Holcomb Griffiths, of Philadelphia, Pa. They had three children: Donald, practicing law in Iowa City; Henry, a mining-engineer, and Gwendolyn McClain, a student at the State University of Iowa.

BURNETT, Charles Henry, otologist and medical writer, b. in Philadelphia, Pa., 28 May, 1842; d. in Bryn Mawr, Pa., 2 Jan., 1902, son of Eli S. and Hannah Kennedy (Mustin) Burnett. Having completed his common school education, in 1860, he entered Yale College, where he was graduated with the class of 1864. He immediately enrolled as a student in the medical department of the University of Pennsylvania, from which he received the degree of M.D. in 1867. Soon after he was appointed resident physician in the Episcopal Hospital, of Philadelphia. Having completed his full term of service here, he went abroad, in 1868, and spent ten months studying in the laboratories and hospitals of Europe. Even during his student days Dr. Burnett had always been especially attracted by the study of otology. This interest continued through the period of his first visit abroad and during the year of practice that followed, in Philadelphia. In 1870 he gave up his practice and went abroad again and for a whole year devoted himself to a study of his specialty in the laboratories of such illustrious men as Helmholtz, Virchow, and Politzer. With these three prominent scientists he formed an intimate friendship which lasted throughout his life. The research work which Dr. Burnett conducted under the auspices of these men at once gave him a standing among the most eminent investigators into the physiology of hearing. In 1872 he returned to Philadelphia and again took up his practice, specializing in diseases of the ear. His profound knowledge and his talents won immediate recognition among his colleagues and he soon acquired a large and lucrative practice. In the later years of his life there were very few aurists in the United States who approached him in the amount of consultation work which fell to his share. Throughout his life he continued his investigations, pursuing not only his own independent researches, but keeping well abreast of the investigations of others, both at home and abroad. In 1882 Dr. Burnett was elected professor of diseases of the ear in the Philadelphia Polyclinic Hospital and College for Graduates in Medicine, and upon resigning some years later he was made professor emeritus in the same institution. At various times he was clinical professor of otology in the Women's Medical College; aural surgeon to the Presbyterian Hospital; consulting aurist to the Pennsylvania Institution for the Deaf and Dumb; and the same to the Convent of the Holy Child, at Sharon Hill, Pa., the Baptist Orphanage, St. Timothy's Hospital, the West Philadelphia Hospital for Women, the Dispensary of the Alumni of the Women's Medical College, the Philadelphia Hospital for Epileptics and the Bryn Mawr Hospital. In 1876 he was a delegate to the International Medical Congress. In spite of his active life he was also a prolific writer on medical subjects, especially on those bearing on his specialty. His "Text-book of Diseases of the Ear, Nose and Throat," which he wrote in collaboration with Dr. E. Fletcher Ingalls, of Chicago, and Dr. James E. Newcomb, of New York, and which was published only a few months before his death, is still regarded as the most advanced work of its character in the English language. For many years he edited the department of "Progress of Otology" in the "American Journal of the Medical Sciences." Dr. Burnett was a fellow of the College of Physicians of Philadelphia and active in the organization of the Section on Otology and Laryngology, of which he was chairman for several terms. He was vice-president and later president of the American Otological Society. He also served as chairman of the Section on Otology and Laryngology of the American Medical Association. He was a member of the Philadelphia County Medical Society, the Pathological Society, the Pediatric Society, and the Pennsylvania State Medical Society. On 18 June, 1874, Dr. Burnett married Anna Lawrence Davis, the daughter of William Henry Davis, a prominent business man of Philadelphia. They have had three daughters and one son: May Talman, Maud Lawrence, Emily (Mrs. Reginald T. Wheeler), and Charles Effingham Burnett.

LOWELL, Abbott Lawrence, educator, b. in Boston, Mass., 13 Dec., 1856, son of Augustus

and Katherine Bigelow (Lawrence) Lowell, and a descendant of Percival Lowell, who came from Worcestershire, England, and settled at Newbury, Mass., in 1639. Among his ancestors were Francis Cabot Lowell, one of the pioneers in the Massachusetts cotton industry; John Lowell, Jr., the founder of Lowell Institute; John Amory Lowell, its first trustee, and James Russell Lowell, the poet. His maternal grandfather was Abbott Lawrence, a U. S. minister to England. Dr. Lowell was educated at the public school and at Harvard College, where he was graduated in 1877. He studied law at the Harvard Law School and in the office of Russell and Putnam, being admitted to the bar in 1880. He formed a partnership with Francis Cabot Lowell, a relative, and after eleven years' successful practice the firm added to its membership Frederick Jesup Stimson. In 1897 Mr. Lowell retired from practice and was appointed lecturer at Harvard. He was made professor of the science of government in 1899. Ten years later, upon the retirement of President Eliot, he was elected to succeed him as president of the university. He entered upon his duties, 6 Oct., 1909. His forceful personality soon gained for him great influence among the students and his elementary course in government was regarded as the most popular in the college. One of his important acts was the limitation of the system of "electives"—providing for a certain amount of obligatory work in a definite direction and an apportionment of other studies with the advice of the faculty, this being in line with his idea of a liberal education. President Lowell's writings have been along the line of history and science of government, in which field he is internationally recognized as an authority. He published, in conjunction with Francis Cabot Lowell, "Transfer of Stock in Corporations" (1884); and alone "Essays in Government" (1889); "Governments and Parties in Continental Europe" (1896); "The Influence of Party Upon Legislation in England and America" (1902); "The Government of England" (1908), and "Public Opinion and Popular Government" (1913). "Colonial Civil Service" (1902) was written in collaboration with Prof. H. Morse Stevens. President Lowell has been a member of the Boston School Committee, and the executive committee of the Massachusetts Institute of Technology. He belongs to the Massachusetts Historical Society, the American Academy of Arts and Sciences, and is a trustee of the Lowell Institute, since 1900 having full charge of the funds and management of that institution. He married, in 1879, Anna Parker, daughter of George G. Lowell, of Boston, Mass.

SMITH, Frederick Augustus, lawyer and jurist, b at Norwood Park, Cook County, Ill., 11 Feb., 1844, son of Israel Grover and Susan (Pennoyer) Smith. His father, a native of New York State (b. in 1818), came to Chicago, "then only a village on the lake shore," when he was but seventeen years of age. Having been trained to the duties of farming, he immediately took the necessary steps toward securing a grant of land for himself, and selected a tract of prairie land in the northwest corner of Cook County, which was secured to him by grant of the United States government in 1839. To this locality, which was afterward known as Norwood Park, he brought his young wife, a daughter of John Pennoyer, a native of Connecticut, and there they built their first small dwelling, which was later enlarged by consecutive additions: it is now one of the oldest and largest homesteads in the suburbs of Chicago. Frederick A. Smith spent his youth on the farm, attending district schools in the winter months. Being ambitious to prepare himself for the profession of a lawyer, he diligently supplemented his school studies by constant reading at home, and completed his preparation for college at the preparatory school of Chicago University. He was matriculated in the collegiate department in 1862, and was duly graduated A.B. in 1866. During his sophomore year, like so many other patriotic college students, he determined to serve his country first, and to complete his college course at the close of the war. The 134th Illinois Infantry regiment was recruiting in Chicago in 1863, and he enlisted as a private in Company G. This command saw active service in the campaigns in Kentucky and Missouri during 1863-64. On the expiration of his term of enlistment, in 1864, he was mustered out, and at once resumed his studies at the University of Chicago. After graduation, he began the study of law at the Union College of Law in Chicago, subsequently known as the Law School of the Northwestern University, and was graduated LL.B. in 1867. The diploma that announced his degree carried with it his right to be admitted to the bar without further examinations. He began practice at once in partnership with Christian Cecil Kohlsaat, later a judge, and a brother of Herman Henry Kohlsaat, the well-known editor and newspaper publisher. This partnership continued until 1872, when Mr. Kohlsaat withdrew. In 1890 Mr. Smith formed the firm of Smith, Helmer and Moulton, which soon after became Smith, Helmer, Moulton and Price, and continued as its senior member to June, 1903, when he withdrew to assume the duties of judge of the Circuit Court of Cook County for the term ending in June, 1909, being one of the three Republicans chosen that year out of the fourteen candidates of his party for a seat on the circuit bench. In 1898 he had been the unsuccessful Republican candidate for judge of the Superior Court. He was re-elected in 1909 for a second term expiring in June, 1915, and was then re-elected for a third term to expire in June, 1921. In December, 1903, he was chosen by the members of the Supreme Court, one of the justices of the Branch Appellate Court, First District of Illinois, sitting in Chicago. He proved himself a judge possessed of dignity, unpartiality, unbending integrity, and a broad knowledge of the law. He served as president of the Chicago Law Club in 1887, and in 1890 was president of the Chicago Bar Association. He holds membership in the Hamilton Club, of which he has served as president; in the Union League Club of Chicago; the Marquette Club, and in the Chicago Literary Club. He was a trustee of Rush Medical College and of the University of Chicago from its foundation. His trusteeship of the University

Frederick A. Wood

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vicinity. Being ambitious to prepa
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tion for college at the preparatory school
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duly graduated A.B. in 1866. During
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government, in which field he is internation
ally recognized as an authority. He published,
in connection with Professor Ogg, a
"Text-book on Municipal Government in Europe"
(1902); "The Government of England"
(1908); "Public Opinion and Popular
Government"; "Colonial Civil Service"
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of the Boston School Committee
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to the Massachusetts Historical Society, the
American Academy of Arts and Sciences,
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Parker, daughter of George
Boston, Mass.

Frederick Augustus
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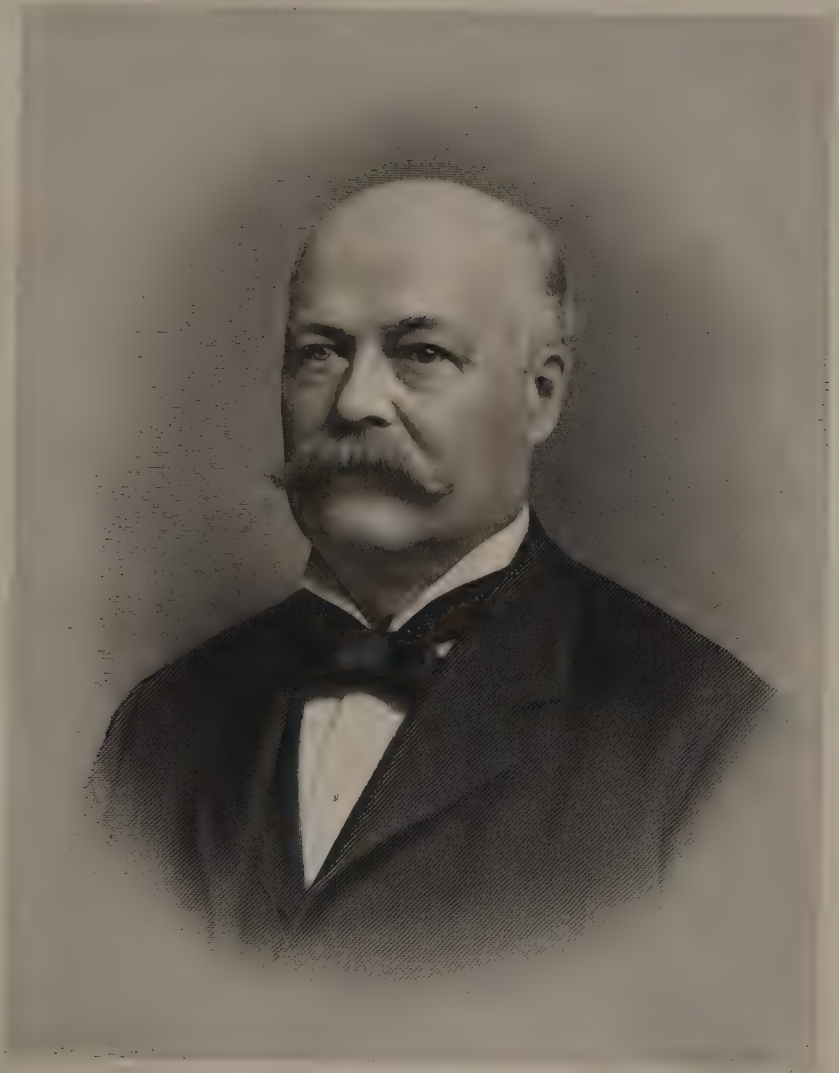


Frederick A. Smith

of Chicago has been active and helpful, and his personality on the board did much to encourage and help forward the remarkable growth of that great educational institution. Judge Smith married 26 July, 1871, Frances B., daughter of Rev. Reuben Boyman-Morey, of Merton, Wis. She died in Chicago, Ill., in December, 1910. They had no children.

PUGSLEY, Cornelius Amory, banker, congressman, b. in Peekskill, N. Y., 17 July, 1850, son of Gilbert Taylor and Julia Butler (Meeker) Pugsley. In the annals of Westchester County, N. Y., the Pugsleys appear as an old and honored family, dating from 1680, when James and Matthew Pugsley emigrated to this country from England and settled in the Manor of Pelham. From John, a son of James, are descended the Pugsleys of Westchester. Of the descendants today, who belong to a branch of the family that sympathized with the king and went to Canada at the outbreak of the Revolutionary War, is Hon. William Pugsley, of St. John, N. B., a member of the Canadian Parliament and former minister of Public Works in the Laurier Cabinet. Samuel Pugsley, a soldier in the American Revolution, the great-grandfather of Cornelius A. Pugsley, married Elizabeth, daughter of Jeremiah Drake, also a Revolutionary soldier and a brother of Col. Samuel and Col. Gilbert Drake, who held commissions in the Continental army. Samuel Pugsley's son, Jeremiah, a captain in the War of 1812, was Mr. Pugsley's grandfather. Mr. Pugsley's mother was a daughter of Cornelius Meeker, of New Jersey, son of Benjamin Meeker and a descendant of William Meeker, who came to Massachusetts Bay about 1630, and was one of the founders of Elizabeth, N. J., in 1660. Mr. Pugsley was born in the old Drake homestead, near Peekskill. He was educated in the schools of his native town, supplemented by extensive reading, and by travel through all the countries of Europe, Palestine, Egypt, Canada, Alaska, and practically every State of the Union. At the age of seventeen, he obtained a clerical position in the Peekskill post office, and in the following year was made assistant postmaster. In 1870 he became a clerk in the Westchester County National Bank of Peekskill, N. Y., whose president at that time was Charles A. G. Depew, an uncle of former U. S. Senator Chauncey M. Depew. Strict attention to details won for him rapid promotion, and in 1879 he was made cashier of the bank. Subsequently he became vice-president and then president of the institution. The Westchester County Bank was founded in 1833, becoming a national bank under the federal act in 1865. In its more than eighty years of history, it has held a high position among the financial institutions of the State and nation, but its greatest prestige has been won, and its greatest growth attained under the administration of Mr. Pugsley. He is regarded as an authority on banking subjects, and his ability is recognized among bankers and financiers throughout the country. He was made chairman of Group VII, New York State Bankers' Association, when it was organized, and he has been three times elected to the executive council of the American Bankers' Association. He was elected president of the New York State Bankers' Association in 1912. In 1900 Mr. Pugsley was elected to the Fifty-seventh Congress as the Democratic representative of the Sixteenth District of New York, at that time probably the largest as well as the richest in the country, the district being then composed of the Borough of the Bronx (New York City) and Westchester County. Upon the convening of Congress he was appointed to the Banking and Currency Committee. His attitude upon the floor of the House, relative to currency legislation, has always been considered especially meritorious. He was a firm believer in a sound and elastic currency, for which he introduced a number of bills; an earnest advocate of a moderate tariff; a defender of the army in the Philippines; a strong supporter of the Constitution and the flag; and constantly urged an adequate navy and the rebuilding of the American merchant marine. He was also greatly interested in the building of a sea-level Isthmian Canal, and introduced a bill for the San Blas Route, which was heartily favored by General Serrell, of New York, and other eminent engineers of the country. In his own party Mr. Pugsley is recognized as generous and liberal in his views, and a close student of the economics of the nation. In 1908 his name was prominently mentioned for the vice-presidential nomination on the Democratic ticket; while his activities in Congress and his services to his party have also led to the consideration of his name at different times for governor of the State of New York. Mr. Pugsley has been active for many years in the Society of the Sons of the American Revolution, because of its splendid work in leading immigrants and those of foreign birth to a better, more loyal citizenship through the teachings of the great principles that underlie our government. He was unanimously elected president-general of the National Society in Faneuil Hall, Boston, in 1906, and in the following year presided at the National Congress held in Denver, Colo. He is a naturally gifted and polished speaker, logical in statement and forceful in argument. He has made addresses in nearly every State of the Union, and many of his speeches have been published and republished throughout the country. He has always been keenly interested in educational affairs, and for many years has been president of the Field Library of Peekskill and a trustee and treasurer of the Peekskill Military Academy. On 7 April, 1886, Mr. Pugsley married Emma C., daughter of John H. Gregory, a retired banker, of New York City. They have one son, Chester DeWitt Pugsley, a lawyer of New York City, a graduate of Harvard University.

WATTERSON, Henry, newspaper publisher, b. in Washington, 16 Feb., 1840, son of Hon. Harvey Magee and Tabitha (Black) Watterson. His father entered Congress in 1838 as the youngest member of the House, succeeding James K. Polk, tenth President of the United States, as a Representative from Tennessee. During the next twenty years he was an active figure in public life, and, consequently, his son spent much of his time in the national Capital, living upon terms of intimacy with the party leaders of that interesting period, and by actual contact with the operations of the government, and familiar intercourse with

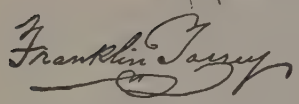
its officials, laying the foundation for the elaborate knowledge of affairs which later on showed itself in his own career. Owing to serious defect of vision, his education had to be largely intrusted to private tutors. He passed four years, however, at the Academy of the Diocese of Pennsylvania in Philadelphia, presided over by the eminent Dr. George Hamlin Hare, and making his mark there as a lad of unusual promise. He early developed strong taste and talent for music, which he continued with assiduity and encouragement until an accident, which lost him full action of his left hand, cut short his musical studies The War of Secession of 1861 found young Watterson pursuing a successful course of journalism and letters in the national Capital. He, at once, sided with his section, although, with his father, he had strongly opposed the disunion movement. He returned to his home in Tennessee and entered the Confederate service, to which, in various capacities, broken by a newspaper interlude of ten months, he devoted the ensuing four years. He was an aide to the cavalry general, Forrest, and afterward served on the staff of Bishop-General Polk. In the famous Johnston-Sherman campaign, he acted as chief of scouts of the army. The journalistic episode referred to (Oct., 1862-Sept., 1863) was the establishment at Chattanooga of a semi-military daily newspaper, called "The Rebel." This achieved instant and great popularity. It became an indispensability to the Western Department and exerted a potent influence upon events. Although an immense favorite with the soldiers, its young editor was the friend, and his journal became the organ, of the able commanders of the time. It was a brisk, newsy sheet, bristling with fresh and novel features, some of which stereotyped themselves on modern journalism, and though an irrepressible warrior, as its name implied, not a servile plodder of beaten tracks, but an outspoken and independent force, forecasting, in many things, the famous "Courier-Journal," a kind of lineal descendant which was a few years later to follow it. The story that "The Rebel" became a camp follower upon the fall of Chattanooga is an error. Mr. Watterson returned to the military service with that event, and after a few months of existence in a Georgia village, the publication of "The Rebel" was discontinued. At the close of the war Mr Watterson was engaged for a time in journalism at Nashville, the capital of Tennessee, but in the winter of 1867-68, having accepted an offer of the Louisville Journal Company, by which he became owner of one-third of the capital stock, he took up his residence in the Kentucky metropolis. Having negotiated a consolidation between the Louisville "Journal" and the Louisville "Courier," involving the purchase of the Louisville "Democrat," the result of this master-stroke, the "Courier-Journal," made its appearance 8 Nov., 1868. It was the first of the great newspaper combinations, and was from the beginning pre-eminently prosperous. During its life it has had no rival, either in influence or circulation, in the Southern States. Mr. Watterson had succeeded the celebrated George D. Prentice as editor of the Louisville "Journal," but Mr. Prentice was retained upon the "Courier-Journal," and whilst he lived the younger journalist preferred to remain in the background. But with the death of Mr. Prentice in 1870, Mr. Watterson was forced to the front. He took the leadership of the liberal and progressive elements which circumstances had placed in his hands, and after a struggle of five or six years, in which the reactionists were very stubborn and bitter the primacy which has since been conceded him was admitted by all parties in Kentucky, of which he is often styled the "Dictator" and "The Uncrowned King." Like Henry Clay he was not a native of the State and encountered savage opposition before he was finally accepted; but, once in the saddle, he has found riding comparatively easy. On all the great questions which divided the Democratic party the last forty years, the results have vindicated Mr. Watterson's sagacity, though he was often, and indeed generally, far in advance of his party. He stood for national fellowship, almost alone against radicalism, North and South. He stood for honest money and the national credit, when his party was almost a unit for irredeemable paper currency. From the outset he led the cause of Free Trade, finally forcing upon his party the shibboleth, "A Tariff for Revenue Only." He has either written or exercised a decisive influence in shaping the platform of the Democratic party from 1872 to 1892. In the National Convention of 1892, he reversed the report of the Platform Committee, adopted in committee by an almost unanimous vote, securing in opposition to the report of the committee, a vote of two to one, in the convention. In 1896, foreseeing the adoption of the declarations in the Chicago platform, he declined to take part in the convention and refused to accept the platform. He supported the Sound Money Democratic movement as a protest against what he considered the radical measures of the regular organization. Mr Watterson has resolutely declined office. In response to the wishes of Mr. Tilden, with whom he was closely allied, he accepted a seat in Congress during the crisis of 1876-77; refusing a re-election he was made a member of the Ways and Means Committee, as a recognition of his position as a publicist and political economist, and was also a member of the joint Committee of Advisement, a body charged with the control of the Democratic plan of campaign. He sat for the State of Kentucky at large in all the national conventions of his party from 1872 until 1892, presiding over that which nominated Mr. Tilden in 1876, and acting as chairman of the Platform Committee in those of 1880 and 1888. The way to high official advancement has been at all times open to him. But in declining to stand for the Senate in 1883, he said, "I shall stay where I am. Office is not for me. Beginning in slavery to end with poverty, it is odious to my sense of freedom." Mr. Watterson speaks as effectively as he writes, and is a familiar and popular personality on the hustings, and in the lecture-room. He ranks among the first of the American orators, his fame in this regard having reached its culmination in the address delivered by him on the occasion of the dedication of the Columbia Exposition, Chicago,. when with the Hon. Chauncey M.

Depew, he appeared as the official spokesman of the government. In recent years he has been in great demand for the lecture platform, and among others his lectures on "Money and Morals" and "Abraham Lincoln" have been delivered in every large city and educational center in the United States. He has written or compiled several books. Among these a volume of Southern humor, "Oddities of Southern Life and Character," "The Spanish-American War," written concurrently with the events; and his latest work, "Compromises of Life," a compilation of his lectures and addresses and numerous editorials from the "Courier-Journal" that attracted more than ordinary attention. Mr. Watterson's home life is ideal. Loving the freedom and "elbow room" of the country, his desire for long years was to possess a place to which he could retire in old age from the noise and rush and bustle of the city. About twenty years ago he discovered his ideal place in a plantation of about one hundred acres near Jeffersontown, twelve miles south of Louisville. He purchased the property, beautified it to suit his own ideas and moved out from Louisville. Here, at "Mansfield," he does most of his writing, coming usually to the "Courier-Journal" office every day or every other day when occasion demands. In late years he has been spending his summers abroad and his winters at his home in Florida. He married, 20 Dec., 1865, Rebecca, daughter of Hon. Andrew Ewing, of Nashville, Tenn. They have had five children, three sons and two daughters.

BATES, Lindon Wallace, Jr., consulting engineer, b. in Portland, Ore., 17 July, 1883; d. at sea off Cape Fastnet, Ireland, 7 May, 1915, son of Lindon Wallace and Josephine (White) Bates. Through his mother he was a lineal descendant of Simeon Cole, who served in the Revolution as captain of the Seventh Company of the First Bristol County (Mass.) Militia. Beginning with Nathaniel Bates, who emigrated from London to Virginia in 1663, and later settled in New York City, he traced his paternal ancestry through seven generations, through Thomas and his wife, Elizabeth Stewel; Benjamin, a wealthy real estate holder in New York; John and his wife, Elizabeth Skinner; Thomas and his wife, Ann; Stephen, a shipbuilder by trade, and his wife, Elizabeth Wallace. Their son, William Wallace Bates, was a naval architect, who served from 1889 until 1892 as U. S. Commissioner of Navigation, and was the author of numerous books on the American marine; he married Marie Cole. Their son, Lindon Wallace Bates (1st) was a consulting engineer whose work has won him great prominence, and was a member of the executive committee of the Commission for Relief of Belgium during the early part of the European War. Lindon W. Bates, Jr., attended the Chicago high school, after which he was prepared for college in England at the Harrow School, also taking an elective course in the Sheffield Scientific School. In his junior year he received honors in history, was awarded the second prize in political economy the next year, and was also given honors in history and political science. He was graduated Ph.B. by Yale University in 1902. In June, 1903, he began his professional career in partnership with his father. His first important work after completing his engineering course was on the New York Barge Canal, in which work he was engaged for several years. Later he went to Galveston, Tex., where as secretary of the United States Engineering Company, he had supervision over the grade-raising, intended to protect the city from the ravages of future floods. His professional work now assumed such importance that it became necessary for him to spend much of his time on the continent of Europe, and, in the interests of engineering projects in which he was engaged, he was located at various times in Egypt, Russia, Spain, Italy, Greece, England, Switzerland, and Panama. At the time of his death he was vice-president of the Bates Engineering Company of New York City, and acted as consulting engineer for a number of important concerns, including the Western Engineering Corporation, the Denver Mining Investment Company, the Laguintes Oil Company, the Maikop Areas and the Trinidad Cedros Oil Company. The achievements of Lindon W. Bates, Jr., during the short time covered by his career, are remarkable, not only because of their number, but also for their versatility. After 1904 he was active in politics, and, in 1908, was elected to the New York State legislature, being re-elected the following term. His special attention during this period was given to condemnation and civil service reform measures, and to direct nomination and employers' liability bills, in all of which legislation he was a conscientious worker in the interest of the people whom he represented. In 1909 he was appointed by Mayor McClellan a member of the General Commission on Water Supply, his special duty being to report on a $25,000,000 water tunnel for Manhattan, and he later served as a member on the National Conservation Congress. In 1912, and again in 1914, he was a candidate for Congress from the Seventeenth District, a Democratic stronghold, where, although defeated, his popularity was such that he ran far ahead of his ticket. In addition to his professional and political activities Mr. Bates wrote much on technical and economic subjects, contributing numerous articles to scientific and other magazines, and was the author of several books, among which were: "The Political Horoscope," written in 1904, in collaboration with Charles A. Moore, Jr.; "The Loss of Water in New York's Distribution System" (1909); "The Russian Road to China" (1910), and "The Path of the 'Conquistadores'" (1912). As secretary of the class of 1902, Sheffield Scientific School, an office which he held until 1913, he edited the Triennial and Sexennial Class Records. Mr. Bates was a member of the Western Society of Engineers, the Société Belge des Ingénieurs et des Industriels, and a junior member of the American Society of Civil Engineers. He took great delight in exploration, and accompanied several hunting and exploring expeditions, notably a midwinter sledge journey through Mongolia and Siberia in 1908. Mr. Bates was much interested in the relief work of the European War, and gave effective service on the Commission for Relief of Belgium, of which his father was vice-chairman and was a member of the executive committee of the London Board. His

death occurred in the "Lusitania" disaster, while he was on his way to Belgium to assist in organizing more effectively the work of the commission. He was a trustee of the Fifth Avenue Presbyterian Church.

TORREY, Franklin, merchant, b. in Scituate, Mass., 25 Oct., 1830; d. in Florence, Italy, 16 Nov., 1912, son of David and Vesta (Howard) Torrey. His earliest American ancestor was Lieut. James Torrey, who emigrated to this country from Somersetshire in England, and settled at Scituate, Mass., in 1632. From him the line of descent is traced through his son, Josiah Torrey (1658); Capt. Caleb Torrey (1695-1772); George Torrey (1758-1813), and David Torrey (1787 - 1877). Mr. Torrey's parents took unusual pains in the education of their son. His evident artistic talent led him to the study of sculpture, which he pursued in the intervals of his general studies. In 1849, and again in 1851, he visited Italy, where he completed his art studies. He resided in Leghorn, being engaged in the export of marble and other Italian products to the United States, and at one time was manager of more than thirty quarries. In 1898 Mr. Torrey retired from active business and settled in Florence, where he became at once a prominent member of the American colony. He was noted for his conservatism in business and for his energy, wisdom, and caution. He possessed the unqualified respect, confidence, and regard of all his contemporaries. He was independent and self-reliant, not only in matters of importance but also in the smaller affairs and conventionalities of life. A public-spirited man, of great activity and extreme generosity, his passing was deeply mourned in all sections of the Anglo-American community in Italy. He was the moving spirit in building the beautiful Episcopal Church in Florence, which he lived to see dedicated. Besides contributing generously toward the building fund, Mr. Torrey presented the massive iron railings with two gates which inclose the church in Via Bernardo Rucellai, and he and Mrs. Torrey gave the altar window. Mr. Torrey served the United States for more than twenty years as consul at Carrara, Italy. On 24 May, 1855, he married Sarah Lincoln Spinney, of Boston, Mass. They had two children: Charles F. Torrey, of London, and Mrs. Edward J. Berwind, of New York.



WIDENER, Harry Elkins, bibliophile, b. in Philadelphia, Pa., 3 Jan., 1885; d. at sea, in the "Titanic" disaster, 15 April, 1912, son of George Dunton and Eleanor (Elkins) Widener. He was a member of the Widener family of Philadelphia, whose work in the organization and management of that city's street railway system form an important chapter in civic history. His maternal grandfather, William L. Elkins, organized the Philadelphia Traction Company, finally acquiring possession of Philadelphia's entire system of street railways. Peter A. B. Widener, his paternal grandfather, who was closely associated with Mr. Elkins in his traction enterprises, was a practical philanthropist, and deeply interested in art. His son, George D. Widener, early became recognized as a traction expert, and soon came into the management of his father's great traction interests. With his son, he died chivalrously and heroically on the fatal voyage of the "Titanic." Harry E. Widener was prepared for college at Hill School, and entered Harvard University in 1903, being graduated in 1907. Immediately afterward he became connected with the extensive business and railway interests which the genius of his father and grandfathers had built up. Like them, however, he was not of a nature to be contented wholly with the mere amassing of wealth, but was keenly desirous to give to the world something of value—something it would not willingly let die. He inherited a love for books and art; and in him the tastes of his family found their highest expression. At the time of his death, which occurred when he was but twenty-seven years of age, he was identified with many interests, social, athletic, business, and philanthropic, yet had lived in books as few men have ever lived. He had acquired a library of valuable works which has the distinction of being the finest library ever collected by so young a man; had few peers as a collector; and was known among dealers as the most intelligent and discriminating of all American bibliophiles. Mr. Widener had been surrounded with fine books all his life, and he began his own remarkable collection while in college. The Hasty Pudding Club plays appealed to him, and he went on a search for books with pictures of period costumes. Incidentally he discovered many old colored plates, some of which he purchased, notably several by Rowlandson and the Cruikshanks, and these formed the nucleus of his fine collection of the better works of the same character. He began his collection of books with first editions of such standard authors as Thackeray, Dickens, Tennyson, and Browning, and soon owned rare and desirable copies of nearly everything they had written. His knowledge of books was truly remarkable. He was intimately acquainted with the annals of English literature, while his intense enthusiasm, painstaking care, and devotion to his chosen subject, and wonderful memory, aided, as he says in the introduction to his catalogue, "by the interest and devotion of his grandfather and parents," enabled him in comparatively few years to secure a collection of 3,000 volumes, the possession of which could make any collector proud. Mr. Widener early began to realize where his fondness of interesting copies of famous books would lead him He enjoyed intimate acquaintance and friendship with some of the greatest collectors of books, and determined to be one of them. While he stood modestly aside for those who,

the education of their son. His evident artistic talent led him to the study of sculpture, which he pursued in the intervals of his general studies. In 1840, and again in 1851, he visited Italy, where he continued his art studies. He resided in Leghorn, being engaged in the export of marble and other Italian products to the United States, and at one time was manager of more than thirty quarries. In 1898 Mr. Torrey retired from active business and settled in Florence, where he became at once a prominent member of the American colony. He was noted for his consistency in business and for his energy, wisdom and action. He

spirited man, of great activity, generosity, his passing was deplored in all sections of the Anglo American colony in Italy. He was the moving spirit in building the beautiful Episcopal Church in Florence, which he lived to see dedicated. Besides contributing generously toward the building, Mr. Torrey presented the massive iron gates with two gates which include the [illegible] and he and Mrs. [illegible] gave the altar window. Mr. Torrey resided in Florence for more than twenty years and died at Leghorn, Italy, On 24 May, 1875, he married Sarah Lincoln Spinney, of Boston, Mass., and had two children: Cinderella, who married Theodore Boncoeur, and Mrs. Edward [illegible].

[illegible] Elkins, bibliophile, b in [illegible], 1885; d. at sea, in the night of 15 April, 1912, son of [illegible] and Eleanor (Elkins) Widener.

[illegible] an important [illegible] maternal grandfather, [illegible] Elkins, organized the Philadelphia Company, finally acquiring possession of Philadelphia's entire [illegible] Peter A. B. Widener.

[illegible] art. His [illegible] came [illegible] came into the [illegible] great traction [illegible] died grievously and [illegible] voyage of the "Titanic."

[illegible] prepared for college at [illegible] Harvard University [illegible] graduated in 1907. Trained [illegible]

[illegible] remarkable knowledge of books [illegible] with the aspects [illegible] his intense enthusiasm [illegible] and devotion to his [illegible] wonderful memory, aided, [illegible] the introduction to his extensive [illegible] interest and devotion of his [illegible] parents, enabled him in comparatively few years to secure a collection [illegible] names, the possession of which [illegible] any collector [illegible] Mr Widener [illegible] began to realize where his fondness [illegible] treasuring copies of famous books would lead him. He enjoyed intimate acquaintance and friendship with some of the greatest [illegible] of books, and determined to be [illegible] While he stood modestly aside

Harry E. Widener.

like J. Pierpont Morgan, he thought had a prior claim to first choice at sales, he nevertheless keenly studied the market and books with a view to laying the foundations upon which to base his claim to the greatest treasures in the years to come. He was fortunate in securing the co-operation of Dr. S. W. Rosenbach, of Philadelphia, who became his friend and mentor, and Mr. Bernard Quaritch, of London; while his sincere enthusiasm and winning personality gained him easy access to the treasures of many of the great antiquarian booksellers. He was better known in New York than in Philadelphia for his enthusiastic devotion to his quest, and better known in London than in New York. His policy in buying was marked by an unusual degree of prudence and wisdom. When at sales, such as the Robert Hoe sale in New York and the Huth sale in London, he was compelled to let many famous books go to those whom he granted a prior claim, he drew upon his inexhaustible fund of book lore and included among his purchases volumes which he felt confident would be famous when better known, books often unheard of by the ordinary collector, but which would delight the heart of the scholar. His library was a young man's library, the result of the use of large means, rare judgment, and an inborn instinct for discovering the best. Primarily a library of English literature, it includes first editions of Shakespeare, Milton, Spencer, Johnson, Goldsmith, Gray, Keats, Shelley, Dickens, Thackeray and Meredith. The first folio of Shakespeare included in this collection was the Van Antwerp copy, formerly Locker-Lampson's, one of the finest copies extant; also a copy of "Poems Written by William Shakespeare, Gent, 1640," in original sheepskin binding. Mr. Widener was particularly fascinated by Stevenson, and his Stevenson collection is a monument to his industry and patience, and probably the finest in existence. He possessed holograph copies of the Vailima letters and other priceless treasures; while he secured and published privately for Stevenson lovers an edition of an autobiography written by Stevenson in California in the early eighties. He possessed a superb "Pickwick," presentation copies of "Martin Chuzzlewit" and "Oliver Twist"; dedication copy to Macready of "Nicholas Nickleby"; Boswell's "Life of Johnson," and Burton's "Anatomy of Melancholy" in original binding; and presentation copy of Butler's "Hudibras." One of his chief delights was his search for volumes which had belonged to famous people, and he was rewarded by having in his possession a number of notable volumes of this kind, also books in which the author had inscribed his name. Among these was the Countess of Pembroke's copy of Sir Philip Sidney's "Arcadia"; the Rev. Samuel Purchas's "Pilgrimes," which continues Hakluyt's record of English foreign travel; the copy of Thackeray's "Henry Esmond" given with "grateful regards" to Charlotte Brontë; an inscribed copy of "Romola," and a copy of the extremely rare Bible, printed in 1550, formerly the property of King Edward VI. The collection of Rowlandson water color drawings which Mr. Widener began in college grew to number 150, the finest collection of its kind in the world. The Cruikshank drawings included the illustrations of "Oliver Twist," upon which Cruikshank based his claim that he supplied the ideas which Dickens exploited and elaborated in his novels. Other drawings in this collection included William Blake's "America; a Prophecy"; an original water color drawing, "The Reunion of the Soul and Body," by Blake, and published in Blair's poem, "The Grave"; and a number of interesting drawings by Aubrey Beardsley. Harry E. Widener was a young man of brilliant attainments, insatiable in his thirst for knowledge, and as the result of his wonderfully retentive memory, which never let him forget a date or a fact once imbedded in his mind, was inconceivably well informed on every subject. He had a way of saying: ". . . if I get it in my head, I will put it where it can't be lost, that is—so long as I keep my head." He won friends easily and he had every opportunity that attaches to ideal environment and social prestige. Yet he lived in and for his books. He was of a retiring, studious disposition, considerate of others and unfailing in courtesy; amiable and lovable by temperament, and devoted to his friends Yet another one of his strongest characteristics was his love for his mother. When displaying his treasures to his intimates, his devotion to her always led him to show among the first his copy of Cowper's "Task," a book which once belonged to Thackeray, and under the frontispiece, which shows Cowper looking at a portrait of his mother, the novelist had inscribed, "A great point in a great man, a great love for his mother." Mr. Widener was a member of many clubs, including the Grolier Society of New York, for which he was named by Mr. Morgan. He was ambitious to be known as something more than a mere collector of books, and longed to identify himself with some great library, so that his books could be at the disposal of scholars. In the spring of 1912, shortly before he started on his last voyage to London, he sat late into the night planning for the future disposal of his books. He said, "I do not wish to be remembered merely as the collector of a few books, no matter how fine they may be. I want to be remembered in connection with a great library." And in order to gain more permanent results than his own satisfaction, he transferred in his will his collection to the Harvard Library. In the light of future events his remark and plans seemed prophetic. On this trip to London Harry E. Widener bought his last book—a rare copy of Bacon's "Essaies," edition of 1598, which Quaritch secured for him at the Huth sale. After giving instructions as to the final disposition of his purchases, he said: "I think I'll take that little Bacon with me in my pocket, and if I am shipwrecked it will go with me." As a friend remarked, "in all the history of book collecting, this is the most touching story." The same friend also beautifully said: "When Shelley's body was cast up by the waves on the shore near Viareggio he had a volume of Keats in his pocket doubled back at 'The Eve of St. Agnes.' And in poor Harry Widener's pocket there was a Bacon, and in this Bacon we might have read: "The same man that was envied while he lived shall be loved when

he is gone." The Harry Elkins Memorial Library at Cambridge was dedicated 2 June, 1915. It is essentially a memorial, a mother's tribute to her son, and more completely a memorial since it is the fulfillment of his strongest desire. From the central doorway, which opens from a portico formed by lofty Corinthian columns, the visitor may look straight ahead, through a vista of marble columns, up a broad marble stairway to the Widener Memorial rooms, which are the particular feature of the building, and where Harry E. Widener's precious books are stored. Within view from the doorway, on the south wall of the library room, over a marble framed fireplace, hangs a portrait of Harry Widener, done by Ferrier, of Paris, in 1913. On either side of the entrance are two tablets inscribed to the memory of Harry E. Widener by his mother; while a further tribute on a slab in the entrance hall reads as follows:

"Harry Elkins Widener, A.B., 1907, loved the books which he had collected, and the college to which he bequeathed them. 'He labored not for himself only, but for all those who seek learning.' This memorial has been placed here by his classmates."

A superb building, the Widener Library was planned by Horace Traumbauer, of Philadelphia, and erected under the personal supervision of Mrs. George D. Widener. Its total capacity may be placed at 1,900,000 volumes, with a possible capacity of nearly 2,400,000 volumes, placing it well ahead of all other university storehouses for books, and only slightly behind the New York Public Library and the Congressional Library at Washington, while it considerably surpasses the Boston Public Library in capacity. Briefly it is a house of beauty, utility, and service to Harvard, the country, and the world.

COTTERILL, George Fletcher, civil engineer and public official, b. in Oxford, England, 18 Nov., 1865, son of Robert and Alice (Smith) Cotterill. His father was a landscape gardener and subsequently a florist, following his occupation in Leicestershire, Oxfordshire, and Gloucestershire, in England, until 1872, when he brought his wife and the five children to America. For twelve years he conducted a florist's establishment at Montclair, N. J., but in the early part of 1884 went West, to the Puget Sound country of Washington Territory. Three years later he removed his family to the West, and located on a farm at Redwood, near Seattle, where he continued to reside until his last illness compelled his removal to Seattle, to the home of his son, George Fletcher Cotterill. Here he died 28 Dec., 1908. George F. Cotterill obtained his primary and secondary education in the public schools of Montclair, where practically all his boyhood was spent, and was class valedictorian in the high school, in June, 1881. Immediately after he took up a course in surveying and civil engineering, obtaining his practical experience as assistant to James Owen, county engineer of Essex County, N. J., and town engineer of Montclair. Under his tuition, and in his employment, Mr. Cotterill remained until 1883, when he became assistant landscape engineer in Arlington Cemetery, Hudson County, N. J., where he remained until he accompanied his father to Washington Territory in 1884. For the two years following he found various employments in general surveying about Tacoma and Seattle. During 1886 and 1887 he was instrument man in the construction of the Northern Pacific Railway over the Cascade Mountains, after which he became assistant engineer with the Seattle, Lake Shore and Eastern Railway, being also connected with the opening of the Issaquah coal mines during this period. In 1888 Mr. Cotterill began a private surveying and engineering practice in Seattle, which he continued until 1892, when he became assistant city engineer of Seattle. In 1900 he resumed his private practice, opening an office in Seattle, specializing in landscape planting and as an expert in litigation involving problems of engineering. In this practice he has continued until the present time (1917), except when interrupted by the services he was compelled to devote to the various public offices he has filled. Mr. Cotterill, always a close student of social problems and public affairs, has participated actively in the political life of the community, especially as a writer and a public speaker. While a Lincoln Republican through home influence and early environment, he has never allowed himself to be bound by party affiliations. To him the evil of intemperance has always been a paramount issue, even in politics. It was largely on account of this that he left the Republicans and cast his first vote, in 1892, for the Prohibition candidate, Gen. John Bidwell. In 1896 he became an enthusiastic supporter of the "New Democracy," under the leadership of William J. Bryan, with whose activities he has ever since been associated. It was the members of this party who, in 1900, nominated Mr. Cotterill as a candidate for presidential elector and for mayor of Seattle. Two years later he was again nominated for public office, as Congressman-at-large, but again failed to be elected. In 1906, however, he was elected to the State Senate, where he served through two legislatures. In 1908 he received the nomination for candidate to the U. S. Senate at the direct primaries and again in 1910, but in both cases the legislature was Republican and was able, on a joint ballot, to send a Republican to Washington. In 1914 the Democrats nominated him as candidate for mayor of Seattle, and this time he was elected, serving as chief executive of the municipality until 1914. In summing up Mr. Cotterill's career, both private and political, it would be unfair not to dwell somewhat on what has been his guiding incentive in his many social interests. From early manhood he has been, not only a total abstainer, but an energetic advocate of temperance reform. In relation

to this particular field of social reform, he has always been an active member of the Order of Good Templars, a world-wide temperance organization. In 1889, when only twenty-three years of age, he was elected grand secretary of the Washington Grand Lodge and as such devoted himself energetically to the campaign for constitutional prohibition when Washington was admitted to statehood. In 1893 he attended the International Supreme Lodge of Good Templars at Des Moines, Ia., and has since been present at every international meeting of the order: at Boston, in 1895; at Zurich, Switzerland, in 1897; at Toronto, Canada, in 1899; at Stockholm, Sweden, in 1902; at Belfast, Ireland, in 1905; at Washington, D. C., in 1908; at Hamburg, Germany, in 1911, and at Christiania, Norway, in 1914. In 1899 he was elected to the second executive position in the organization: international counselor, and held that office for three terms. He was elected first national chief templar of the National Grand Lodge of the United States at its organization in Chicago, in 1905, in which office he continued for eight terms, being re-elected each year, until 1913. Then he was compelled to refuse election to his ninth term on account of the demands made on his time and energies by his duties as mayor of Seattle. That Mr. Cotterill's zeal for the cause of temperance was recognized by those outside the movement itself is evident from the fact that two Presidents of the United States, of opposite political faiths, President Taft and President Wilson, each appointed him a member of the American delegations to two international congresses against alcoholism; the one to the congress held in London, in 1909, and the other to the congress held in Milan, Italy, in 1913. Nor has Mr. Cotterill confined his energies in this direction to his own State; in 1907 he participated in the prohibition campaign in Oklahoma, when an effort was made to include it in the provisions of the new State's Constitution. In 1911 he was speaking in Maine against the repeal of the prohibition law in that State. Mr. Cotterill has also lectured on other subjects, principally on the experiences gained and the observations made during his extensive travels abroad, covering Great Britain, Germany, the Scandinavian countries, Holland, Belgium, France, Switzerland, Austria and Italy. These lectures, however, have not been of a professional nature, but were given on request and from a desire to render public service, especially in the fields of those reforms that were so close to his heart. Mr. Cotterill is also a charter member of the Pacific Northwest Society of Engineers, of which he was the first secretary, covering a term of two years. He is likewise a member of the Seattle Chamber of Commerce, the Commercial Club, the Municipal League, and a number of other civic organizations. On 19 Feb., 1890, Mr. Cotterill married Cora Rowena, daughter of Henry Gormley, a resident of Seattle, originally of Wisconsin, where Mrs. Cotterill was born. Their only child was Ruth Eileen Cotterill, b. in 1892, d. in 1900.

PLANTZ, Samuel, college president, b. in Gloversville, N. Y., 13 June, 1859, son of James and Elsie Ann (Stollar) Plantz. According to family tradition, the first of the name to settle in this country was Adam Plantz. The farm which he occupied has remained continuously in the possession of the family for more than 200 years, and is now owned by John P. Plantz, of Johnstown, N. Y. Peter Plantz, son of Adam, married Betsy Van Meter and their son was James Plantz (1833-1909). Samuel Plantz was reared on the Plantz farm, and attended the district schools. In 1874, at the age of fifteen, he entered Milton College, where he remained for four years He then attended Lawrence College, Appleton, Wis, and was graduated A B. in 1880. He received his scientific degree from Boston University, in 1883, and the degree of doctor of philosophy from the same institution in 1888. The years 1889-90 were spent in study at the University of Berlin, Germany. In 1894 he received the degree of doctor of divinity from Albion College, Albion, Mich, and in 1902, LL D. from Baker University. Dr. Plantz joined the Detroit Conference of the Methodist Episcopal Church in 1883. His first station was at Plymouth, Mich. In 1885 he became pastor in Detroit, where he remained until 1889; two years later he was recalled to the Detroit pastorate, and officiated there until 1894, when he was elected president of Lawrence College, Appleton, Wis., a position which he still retains. Dr. Plantz is one of the foremost leaders of religious education in the United States. An accomplished scholar and a preacher of wide note he has exerted a strong influence upon the more important policies of the Methodist Episcopal Church for the last twenty years. He has also been for a number of years a regular contributor to current religious and educational magazines. Among his writings are: "The Church and the Social Problems" (1904); an article for Hasting's "Dictionary of Christ and the Apostles," and has contributed chapters to a number of other books He has also written articles for the "Methodist Review," the "Homiletic Review," and many periodicals of note. But all of these interests have been secondary to his work in the cause of religious education. This work began with his acceptance of the presidency of Lawrence College, which was then a small, struggling institution with a totally inadequate endowment, no educational standards or prestige to speak of and less than 100 students Its new president was not only a ripe scholar but a practical man of affairs, with the added advantage in his ability to impress himself and the value of his mission upon others. During the administration of Dr. Plantz the enrollment of the college has grown to 650 students; the endowment has grown to nearly $1,000,000; and the institution has taken its place among the standard colleges of the United States. In the educational work of the Methodist Episcopal Church, President Plantz has served for a number of years in the Education Association and in the University Senate. As a member of these bodies, his work has been directed mainly toward the standardization of the colleges and secondary schools under the control of the Church. He is recognized as an educational expert in inspecting academies and colleges for the board of education of the Church. He was a member of the General Conference of the Methodist Episcopal Church in

1900, 1908, 1912, and 1916, and one of the organizers of the Epworth League. He has also acted as president of the Methodist Education Society, and is trustee of the Carnegie Foundation for the Advancement of Reading. Dr. Plantz is a member of a number of learned societies, including: Victoria Institute, London, England; the Wisconsin Academy of Arts, Science and Letters, of which he was at one time president; the Wisconsin Archeological Society; the Wisconsin Historical Society; the Peace Society; and the League for Social Service. Dr. Plantz married, in Indianapolis, Ind., 16 Sept., 1885, Myra Ann, daughter of Rev. Thomas A. Goodwin, D.D., late of Indianapolis, Ind. They have two daughters: Florence Ethel Plantz and Elsie Content Remley.

DAVIS, Byron Bennett, surgeon, b. in Fayette, Lafayette County, Wis., 14 June, 1859, son of William and Martha (Heywood) Davis. He was graduated in the medical department of the Nebraska State University in 1882.

Thereafter, until 1884, he was connected with the Minnesota College Hospital. On his return to Nebraska, in 1885, he entered upon the practice of medicine and surgery at McCook, Neb., where he resided until 1893. Having become ambitious of being "something more than a country doctor," he went to Europe for special study, and spent a year and a half in the University of Berlin. In the fall of 1894 he located at Omaha, Neb, where he still resides, having been chief surgeon of Immanuel Hospital; surgeon to the Wise Memorial Hospital, since 1901; and for many years professor of the principles of surgery and clinical surgery at the University of Nebraska College of Medicine. Dr. Davis has a well-established reputation as a surgeon throughout the West. He is well known to a larger circle by reason of his exhaustive researches on the subject of abdominal surgery, the result of which study he has given to the public in a series of more than sixty important papers. He is a member of the Douglas County Medical Association, the Nebraska State Medical Association, the Medical Society of the Missouri Valley, Western Surgical and Gynecological Society, Omaha Medical Society, and American Medical Association. He is affiliated with a number of social and fraternal organizations, including the Omaha Club and Omaha Field Club, and is a Knight Templar. From 1887 to 1893 he acted as regent of the State University of Nebraska. Dr. Davis married 7 June, 1887, Sophie, daughter of Philip J. Myers, of Beatrice, Neb. He has one son, Herbert Hayward Davis.

BERGNER, Charles William, president of the Bergner and Engel Brewing Company of Philadelphia, and Belgian consul, b. in Philadelphia, Pa., 20 Dec., 1854; d. at his country home, Ambler, Pa., 4 May, 1903, son of Gustavus William (1832-83) and Catharine Christine (Wehn) Bergner. The Bergners came into prominence in mediæval Europe as early as the First Crusade, and the subsequent history of the family can be traced through a line of distinguished ancestors, dating from that time. The first member of the family to come to America was Charles William Bergner, grandfather of the subject of this review. He was a woolen goods manufacturer, the owner of extensive dye factories, and the *Burgomeister* (mayor) of Crimmitzschau, Saxony, Germany, where he lived. In 1849 he visited America. While in Philadelphia he loaned a sum of money to a brewing establishment, and the firm becoming insolvent soon afterward, he found himself, as chief creditor, obliged to assume control of the business. Thrust by accident into a vocation about which he knew nothing and being in a strange country, this man, who possessed the loftiest ideals and who, by inheritance and training, was of the highest type,—could not adapt himself to the vastly changed conditions of his life, and soon succumbed under the strain and died. He had succeeded, however, in laying the foundation of the house of Bergner and Engel. Gustavus William Bergner, son of Charles William and Johanne Fredericka (Richter) Bergner, was ambitious for a mercantile career, and at the age of sixteen entered a chinaware firm in Philadelphia, and on account of his exceptional ability was soon afterward offered a partnership in the business. The death of his father, however, prevented his acceptance of this opportunity and made him the head of the brewing enterprise. Under his successful management it became one of the large establishments of its kind. His son, Charles William Bergner, and the second of the name to assume the management of the business, received his early education in the private schools of Philadelphia, and was prepared at Lawrenceville, N. J., to enter Princeton College, but completed his studies in Germany, after which he entered the celebrated brewing schools of Munich and Augsburg, in order to perfect his knowledge of the practical part of the industry. He returned to America in 1873. He, however, had little predilection for an industrial career and wished to adopt a profession, preferring that of the law. Soon after his father's health failed and the son, prompted by motives of filial duty and affection, took his place in the firm of Bergner and Engel in a modest capacity. Naturally an able business man, he did not long remain in this subordinate position, but was soon promoted to a clerkship and later made head bookkeeper. On the death of his father, 6 May, 1883, and later that of Charles Engel and his son, Theodore, Charles William Bergner (2d) assumed the entire management of the business. In 1890, upon the formation of a stock company, he was elected president of the Bergner and Engel Brewing Company, an office which he filled with unvarying success until his death. Because of his unusual knowledge of every branch of the business, his untiring energy and active interest in all matters pertaining to the brewing industry, and the high-

Charles William Burgess

Charles William Bergner

minded persistence with which he carried out the splendid moral standards and business traditions of his ancestors, Mr. Bergner came to be regarded as one of the foremost figures in his line of industry in the United States. For five successive years he was elected president of the Philadelphia Brewers' Association, and in 1896 was made president of the United States Brewers' Association, of which organization he had served as president of the board of trustees for many years. He was actively associated with various other industrial and commercial enterprises, and was a director of the National Bank of Northern Liberties and the Delaware Insurance Company. He was also interested in a number of charitable and educational institutions. In 1895 he was appointed Belgian consul in Philadelphia; and as a mark of appreciation for his services at the International Exposition, held in Brussels in 1896, King Leopold of Belgium bestowed upon him "The Order of Leopold." He was a man of great culture and was passionately fond of music and all the fine arts. He was a bibliophile, and possessed a very fine library and also had a large and valuable collection of rare engravings and etchings. He was a member of the Grolier Society, the Fine Arts Club, the Historical Society, and the Union League Club of Philadelphia. Charles William Bergner was married to Ella Annear, daughter of John and Anne (Wotton) Annear, in Philadelphia, 9 March, 1874. Of this marriage there were four children: Gustavus William Bergner, who is now president of the Bergner and Engel Brewing Company; Catharine Christine, deceased, who married Charles K. Bispham; Anita Ella, and Otto William, both deceased.

FOLLANSBEE, Benjamin Gilbert, financier and manufacturer, b. in Pittsburgh, Pa., 15 May, 1851, son of Gilbert and Maria Jackson (Haynes) Follansbee. His father (b. in 1821), a prominent manufacturer of Philadelphia, was at one time a member of the firms of W. E. Schmertz and Company, and of Willing, Follansbee and Company, both of Pittsburgh, was one of the strongest business men of his day and was an organizer of the Pittsburgh Bank for Savings and a member of its board of trustees for many years. He is a descendant of Robert Follansbee, of Derbyshire, England, who came to America between the years 1634 and 1638, and settled at West Newbury, Essex County, Mass., where the family has since been prominent. His grandfather, John Follansbee, was a soldier in the War of 1812. Through his mother Mr. Follansbee was descended from Jonathan Haynes, born in England in 1616, who arrived in New England between 1633 and 1635, and settled at Newburyport, Mass. He and his son, Jonathan, were both captured by the Indians, 16 Aug., 1691, but escaped; were captured again in 1698, when the father was killed; the son, having become a favorite of the chief, was spared, and afterward redeemed by his friends. John Haynes, brother of this Jonathan Haynes, was governor of Massachusetts and Connecticut. Other ancestors in the Haynes line were Thomas Haynes and Amos Hunting, who were among the patriots at the battle of Bunker Hill; the latter being also one of the witnesses at the execution of Major André. Benjamin G. Follansbee attended the public schools and the Newell Institute of Pittsburgh. He made his entrance into business life in 1868, at the age of seventeen. A little later he went into the employ of the railroads, and held a position for nearly nine years in the general offices of the Union Line, the authorized fast freight operating over the Pennsylvania Railroad and the tracks of affiliated lines. For a time he served as chief clerk to the supply and equipment agent of this line, and at another period acted as chief clerk to the superintendent. Mr. Follansbee's real rise to a position of leadership among the financiers of the day began in October, 1878, with his acceptance of an unsolicited offer from Park, Scott and Company, manufacturers of sheet and bolt copper, and dealers in tin, lead, zinc, tin plate, and kindred metal products, becoming, in a comparatively short time, by reason of his executive ability and genius as an organizer, confidential agent of the firm, ranking in authority next to its members. When the firm dissolved and a company was formed, under the name of James B. Scott and Company, Mr. Follansbee was given a contingent interest, which, two years later, developed into a full partnership. Among its members was also his own brother, William U. Follansbee. In February, 1894, Mr. Scott, the senior member of the firm, died, and, following that event, another reorganization took place, followed by the incorporation of a stock company under the name of Follansbee Bros. Company, with a Pennsylvania charter. The officers of the new corporation were Benjamin G. Follansbee, president, and William U. Follansbee, secretary and treasurer. A number of other financially prominent men were associated with the Follansbee brothers in the enterprise, and at the time of its incorporation the company was capitalized at $60,000,000. From its original status as wholesale dealers in metal products, the firm now enlarged its operations to cover the importing and manufacturing of tin plate, and consolidated under the Follansbee Bros. Company the entire product of two American mills, one manufacturing tin plate and the other, sheet iron. They also marketed large proportions of the entire product of numerous other mills making tin plate, sheet steel, and copper. The business has grown to immense proportions, the present paid-in capital amounting to $2,000,000, with a surplus of $1,000,000. Since its formation several branch establishments have been erected in connection with the main plant. In 1896 a tin plate tinning

house was built on the North Side, Pittsburgh, and in 1902, a site for a tin plate and sheet steel mill and tinning house was made in Brooke County, Va., forty-five miles from Pittsburgh, where operations were begun in 1904. A land company financed by Follansbee Bros. Company was incorporated, and the town of Follansbee was provided for, and its construction put under way. Later a basic open hearth steel works was added to the plant and the finishing mills increased. An adjacent plant controlled by the Follansbee Bros. Company has been incorporated as the Sheet Metal Specialty Company, and has witnessed the same solid and steady growth as the original firm. In addition to the immense interests which he controls as chairman of the Follansbee Bros. Company, and its subsidiary enterprises, Mr. Follansbee is a member of the board of directors of the Brooke County Improvement Company, and of the Sheet Metal Specialty Company. He is also vice-president of the Pittsburgh branch of the Tariff Commission League. While not interested in politics or known as an office-seeker, he is public-spirited, and is always found in the front ranks of men who are willing to devote their capital, and, what is more valuable, their time and personal service to any movement that makes for better civic and social conditions. For some years Mr. Follansbee was a director of the chamber of commerce of Pittsburgh, where he served as chairman of the Finance Committee. He was also vice-president of the Pittsburgh Association for the Improvement of the Poor, but on account of his numerous other engagements and duties was compelled to resign from both these offices. He is a member of the Historical Society of Western Pennsylvania, the Pennsylvania Society of the Sons of the American Revolution; is a life member of the Academy of Science and Art of Pittsburgh; a founder-member of the Navy League of the United States, and a member of a number of civic and charitable organizations. He is also on the rolls of the Duquesne Club and Pittsburgh Athletic Association, both of Pittsburgh, the Oakmont Country Club, Chamber of Commerce of Pittsburgh, and Chamber of Commerce of the U. S. A. Mr. Follansbee married 6 Oct., 1887, Frances S. Wright, daughter of Capt. Edward Smith Wright, of Pittsburgh, Pa., who for forty-three years was warden of the Western Penitentiary of Pennsylvania, located at Riverside, Pittsburgh.

HOPKINS, Stephen, signer of the Declaration of Independence, b. in Providence, R. I., 7 March, 1707; d. there, 13 July, 1785. He was brought up as a farmer, and inherited an estate in Scituate. He was a member of the assembly in 1732-34 and 1735-38, and in 1736 was elected a justice of the peace and one of the justices of the court of common pleas. He was the first town clerk of Scituate. During his whole life he was largely employed as a land surveyor. In 1741 he was again chosen to represent the town of Scituate in the assembly, and was elected speaker. In 1742 he sold his farm and removed to Providence, where he made a survey of the streets and lots, and afterward began business as a merchant and ship-builder. The same year he was sent to the assembly from Providence, and was again chosen speaker. In 1751 he was elected for the fourteenth time to the general assembly, and later in the year elected chief justice of the Superior Court. He was a delegate from Rhode Island to the convention that met at Albany in 1754 for the purposes of concerting a plan of military and political union of the colonies and arranging an alliance with the Indians, in view of the impending war with France. He was one of the committee that drafted a plan of colonial union, which was accepted by the convention, but objected to in the various colonies and in Great Britain. Beginning with 1755, Mr. Hopkins served ten times as governor of the colony, his latest term being from 1767 to 1768; and this service was very nearly continuous, the intervening periods being filled by William Greene and Samuel Ward. In October, 1767, he renounced further candidature for the sake of uniting the contending factions and putting an end to a party strife that distracted the colony. While he was governor, Hopkins had a controversy with William Pitt, prime minister of England, in relation to the contraband trade with the French colonies. He was one of the earliest and most strenuous champions of colonial rights against the encroachments of the English parliament. In 1765 his pamphlet entitled "The Rights of Colonies Examined" was issued in Providence; and in 1766 it was reissued in London with the title "The Grievances of the American Colonies Candidly Examined." In 1765 he was elected chairman of a committee appointed at a special town-meeting held in Providence to draft instructions to the general assembly on the stamp act. The resolutions reported and adopted were nearly identical with those that Patrick Henry introduced into the house of burgesses of Virginia. In 1770 he was again elected to the general assembly. He was appointed a member of the committee on correspondence the following year, and was successively re-elected to the assembly till 1775. While holding a seat in the assembly, and afterward in the Continental Congress, he filled the office of chief justice of Rhode Island as well, being appointed for the second time to that station in 1770. In 1774 he brought forward a bill in the assembly which prohibited the importation of negroes into the colony. He was elected, with Samuel Ward, to represent Rhode Island in the General Congress in June, 1774, and was appointed on the first two committees. In the beginning of the Revolution he was one of the committee of safety of the town of Providence, and in December, 1775, was elected to the Second Congress. In the Third Congress he had William Ellery as his colleague. The signature of Hopkins to the Declaration of Independence is written with a trembling hand for the reason that he had suffered for several years from a paralytic affection which prevented him from writing except by guiding the right hand with the left, though in early life he had been famed for the elegance of his penmanship. He was a delegate from Rhode Island to the commission that was appointed by the New England States to consult on the defense of their borders and the promotion of the common cause, and presided over the meetings in Providence in 1776 and in Spring-

field, Mass., in 1777. He was not a member of the Congress in 1777, but in the following year was a delegate for the last time. Mr. Hopkins was a powerful and lucid speaker, and used his influence in Congress in favor of decisive measures. He worshiped with the Friends, but professed religious views so latitudinarian that he was called by his enemies an infidel. His knowledge of the business of shipping made him particularly useful in Congress as a member of the naval committee in devising plans for fitting out armed vessels and furnishing the colonies with a naval armament, and in framing regulations for the navy. He was also a member of the committee that drafted the articles of confederation for the government of the States. In 1777 he was a member of the general assembly of Rhode Island. He was a founder of the town library of Providence in 1753, which was burned in 1758, but re-established through his instrumentality. Besides the work already mentioned, he was the author of a "History of the Planting and Growth of Providence," which appeared in the Providence "Gazette" in 1762 and 1765. See "Stephen Hopkins, a Rhode Island Statesman," by William F. Foster (Providence, 1884).

MILLETT, Stephen Caldwell, b. in Janesville, Onondaga County, N. Y., 10 May, 1840; d. in Columbia, N. C., 24 Feb., 1874, son of Rev. Stephen Caldwell and Sarah Fuller (Appleton) Millett. His father (1810-67), a clergyman of the Episcopal Church, was a native of Salem, Mass., who removed with his family to Wisconsin in the early days of the settlement of the Northwest country. His mother was a daughter of Gen. James Appleton, of Portland, Me. The first of the family in America was Thomas Millett, of Salem. From him and his wife, Mary Greenway, the line of descent is traced through their son, Nathaniel and his wife, Ann Lyster; their son, Nathan and his wife, Mary Babson; their son, Jonathan and his wife, Mary Henfield; their son, Joseph and his wife, Elizabeth B. Mock; their son, Daniel and his wife, Elizabeth Caldwell; their son, Stephen Caldwell and his wife, Sarah Fuller Appleton. Stephen C. Millett's career, which was destined to end at the early age of thirty-three years, was one of unusual interest and achievement. When a very young man he had accomplished what others had spent a lifetime in attempting. He opened a new country to capital, developed the stagnant resources of a part of the country old in settlement, but backward in enterprise; and established new avenues of trade and industry in an impoverished and isolated community. In other words the great work of Stephen C. Millett's life was the building of what was known as the Port Royal Railroad, a line running from Augusta, Ga., to Port Royal, S. C., an exceptionally deep harbor, known during the Civil War as Hilton's Head. When a very young man, he began the exercise of his indomitable energy and perseverance, his superior force of character to what seemed the hopeless dream of an enthusiast. He imparted his own energy to others, and by his power of conviction and strength in argument brought both labor and capital to an enterprise that still stands, when time and circumstance are considered, as one of the great achievements in the history of the State. The work that Mr. Millett had undertaken in building his railroad from Augusta to Port Royal was interrupted by the Civil War. Being a strong Unionist, he volunteered for service as a private in the Seventy-first New York Regiment, but was soon promoted to the rank of first-lieutenant. The following open letter written by W. J. A. Fuller to the New York "Evening Post," in June, 1863, is an interesting specimen of war journalism, and tells its own story: "'Tiger' attempts to come to the rescue of the commissioned officers of Company A, Seventy-first Regiment, and depreciates the very just censure of the 'Evening Post' and the 'Tribune' upon their conduct by speaking of the past services of the regiment and the number of officers it has furnished for the war. This is all true, but it begs the question at issue, and the public should keep in mind these simple facts: First—Every commissioned officer of Company A refused to go with the regiment; second—Captain Tompkins gave his name to the reporters as in command of his company, leaving them and the public falsely to believe he had gone; third—Nearly all the privates refused to go because their officers staid at home; fourth—Stephen C. Millett declared that it was a disgrace to the company, and declared that he would go as a private if he had to go alone. His spirit and energy were infused into a few of the men who elected him first-lieutenant on the spot. Lieutenant Millett then went to work and recruited the company, and went in command, because the captain stayed at home; fifth—After the first severe criticism of the 'Evening Post,' Captain Tompkins started to join his regiment, because he was shamed into it by public exposure. In conclusion, let me say, that Lieutenant-Captain Millett ought to have command of the company, and Captain Tompkins should return to his business." The writer goes on to say, "Lieutenant Millett went into the regiment when it was first ordered to Washington, in 1861, and served out his time to the serious injury of his business, and the detriment of his health, which was so shattered that he sent in his resignation, which was not accepted. He obeyed the call of the President with cheerful alacrity, and but for him Company A would not have gone at all. Lieutenant Millett is a young man of fine abilities and unusual energy, and should be rewarded for his patriotic conduct. He is of tried courage, perfectly competent to command the company, and means fight." In 1866, on being mustered out of the army, Mr. Millett revived the project of building a railroad from Augusta to Port Royal. He found the inhabitants, always incredible, now impatient; but he imparted his faith and energy to others, called for capital, and it came; never faltered, and finally the road was completed. In private life, Mr. Millett was noted for his rare conversational powers, his brilliant wit, his boldness of speech, and earnest condemnation of wrong. His charity was large; no man ever questioned his integrity; he was admired by his enemies and loved by his friends. He married, in New York City, 16 Dec., 1869, Emma, daughter of Alonzo Child, of New York. They had three children: Mary G., Kate C. (Mrs. J. B. Gibson); and Stephen C. Millett.

KANE, Grenville, banker, b. in New Rochelle, N. Y., 12 July, 1854, eldest son of Pierre Corné (1828-70) and Edith (Brevoort) Kane. The family of Kane was known in Ireland as O'Cahane or O'Cahan, there being no K in the Irish alphabet. When the English government took measures for the repression of the Irish nationality and the abolition of the Celtic language, the written form of the name was changed to O'Kane. The O' was dropped by some members of the family who removed to England in the seventeenth century, but it was retained by those in Ireland. The O'Kanes were among the first of the ruling or powerful families to adopt surnames. According to a family authority, in Queen Elizabeth's later years and the early part of the reign of James I, "The O'Kane" was able "to maintain in time of war 800 foot and 140 horse of the most warlike in the north of Ireland." John Kane (1734-1808) the American ancestor, was a son of Rose O'Neil, and came to this country in November, 1752, settling in Dutchess County, N. Y. He acquired valuable land possessions and was one of the foremost citizens of his town, serving in the assembly before the Revolution. He adhered to his mother country during the war, and following its conclusion his property was forfeited to the State. John Kane then removed to England, but returned to Red Hook, N. Y., where he died on 15 March, 1808. He married Sybil Kent, daughter of Rev. Elisha and Abigail (Moss) Kent. The line of descent is then traced through their son, John and Maria (Codwise) Kane; their son, Oliver Grenville and Eliza Corné (De Gironcourt) Kane, and their son, Pierre Corné and Edith (Brevoort) Kane, who were the parents of Grenville Kane. Pierre C. Kane served as lieutenant-colonel of the Forty-seventh New York Volunteers during the Civil War. He died in 1870 from effects of wounds received in battle. On his maternal side, Grenville Kane traces his descent from Henry Brevoort (1791-1874) of old Holland Dutch stock, who inherited a large landed estate on Manhattan Island which became extremely valuable as the city increased in population. He was a life-long friend of Washington Irving, with whom he traveled in Europe and corresponded for half a century. Grenville Kane spent the years of his youth in New York City and was educated in Trinity School, and at St. Paul's School, Concord, N. H., supplementing that training later at Trinity College, Hartford, Conn., where he was graduated in 1875 with the degree of M.A. He then entered the Columbia Law School and was admitted to the bar in 1878. In 1906 he gave up his law practice to engage in the banking business as a member of the firm of Tailer and Company, in New York City. Outside the responsibilities of managing a successful banking business, Mr. Kane has few and simple interests. While his hours of recreation are few, he is an enthusiastic golfer and yachtsman; has sailed twice across the Atlantic in yachts, hunted big game in Canada, and ascended Mount Popocatepetl, Mexico, and several Swiss peaks. Socially, he is a member of the Union Club; for thirty years treasurer and governor of the Tuxedo Club; fleet captain for six years of the New York Yacht Club, and a life member of the American Geographical Society and the New York Zoological Society. On 28 April, 1881, he married Margaret Adelaide, daughter of John Wolfe, a retired merchant, of New York City. Their five children are: Sybil, wife of A. Stewart Walker; Edith Brevoort, wife of George F. Baker, Jr.; Brozonella, wife of Henry L. McVickar; Rose O'Neil, wife of Carroll D. Winslow, and Dorothy Kane.

CONVERSE, Frederick Shepherd, composer, b. at Newton, Mass., 5 Jan., 1871, is the son of Edmund Winchester and Charlotte Augusta (Shepherd) Converse. His father was a successful merchant, and president of the National Tube Works and the Conanicut Mills. The family is descended from Deacon Edward Converse, who came to America from Northumberland County, England, and landed at Charleston, Mass., in 1630, subsequently settling in Woburn, Mass., where he became a selectman and a commissioner from the church to settle the business of the town. The subject of this sketch received his education at Harvard College, where he came under the influence of the well-known composer, Prof. John K. Paine. He had already received instruction in piano playing and now the study of musical theory became a most important part of his college course. Upon his graduation in 1893, a violin sonata from his pen (op. 1) was performed, winning him highest honors in music. This determined his future career, and after six months of business life, for which his father had intended him, he returned to the study of his art, Carl Baermann being his teacher in piano, and George W. Chadwick in composition. He then spent two years at the Royal Academy of Music in Munich, where he studied with Joseph Rheinberger, completing the course in 1898. His symphony in D-minor had its first performance on the occasion of his graduation. During 1899-1902 Mr. Converse taught harmony at the New England Conservatory of Music in Boston. He then joined the faculty of Harvard University as instructor in music, and was appointed assistant professor in 1905. Two years later he resigned and has since devoted himself exclusively to composition. Before his return from Europe he had produced a suite for piano (op. 2); a string quartette (op. 3); two sets of waltzes for piano, four hands (op. 4-5); and "Youth," a concert overture for orchestra (op. 6). In all of these he adhered to classical forms, foreshadowing his future tendencies only in the originality of the material. A distinct departure from these early works came with his "Festival of Pan" (op. 9), a romance for orchestra, which the Boston Symphony Orchestra brought out in 1899. His thorough technique, acquired in years of rigorous study and formal composition, here bears brilliant fruit, while the manner of his treatment, his use of harmonic effects, and his brilliant and suggestive orchestral coloring proclaim him one of the modern school of symbolists, whose tone poems supersede the symphonies of the classic and romantic schools. "The Festival of Pan" was followed by "Endymion's Narrative" (op. 10) which, like its predecessor, illustrates a phase of Keats' poem. Two tone poems, "Night" and "Day" (op. 11), suggested by verses of Walt Whitman, came next,

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and then a setting of Keats' "La Belle Dame Sans Merci," for baritone and orchestra (op. 12). After two groups of songs and a string quartette (op. 18) published in 1904, he produced "The Mystic Trumpeter," a fantasy for orchestra, after Whitman, the most ambitious of his symphonic works. It was first played by the Philadelphia Symphony Orchestra in 1905, and subsequently by a number of other leading organizations, meeting with unequivocal praise from critics and public. The music is remarkably successful in following the symbolic essence of the poem, subtly reproducing its atmosphere, eloquently translating its emotions and scenes by the use of skillfully varied motives. This may be said in a measure of the preceding compositions of this order, though the latter work shows a great advance in the technique of construction and greater freedom of treatment, and a more brilliant handling of the resources of the orchestra. Mr. Converse next applied his genius to serious opera. Whatever the ultimate judgment of his achievements, which must rest with posterity, his name will stand as one of the pioneers in this field, for though previous works of this class had been produced in America, none have aroused the serious consideration of the musical world to which American music now aspires. His first operatic work, "The Pipe of Desire" (op. 23), set to the text of George Edward Barton, had its initial presentation at Jordan Hall, Boston, 31 Jan., 1906. It was at once apparent that composer and librettist had produced a work of genuine merit. The Boston "Transcript" enthusiastically hailed it as "real opera," and remarked: "Mr. Converse's music is almost intoxicating." Unlike other American composers he is said to have the "feeling, instinct, and imagination" for the theater. "There are twenty tokens of it throughout the opera—in his power of dramatic climax, in his ability to make the vivid, emphasizing, illuminating phrase in voice or orchestra at the poignant moment, in the steady variety of treatment, in the weaving of voices, instruments, speech, and action into a significant, moving, and musically beautiful whole; in his skill to summon and maintain communicating atmosphere and mood. He feels his characters and their emotions intimately. He moves in the atmosphere in which they move. Then he translates all these things into his music and straightway his listeners grasp and feel them. To do this is the first concern of opera as we understand it nowadays. Earlier, perhaps, than we had reason to expect, there is an American composer with an unmistakable aptitude for it." On 18 March, 1910, the opera was presented at the Metropolitan Opera House, New York City, and, after several repetitions, became a part of the repertoire of the Boston Opera House, where it was produced 6 Jan., 1911. On both occasions the first impression with regard to the music was confirmed. The New York "Tribune" said: "There is no doubt but that it is a strong step forward in the movement toward better things and better conditions in American music," and, according to Louis C. Elson in the Boston "Advertiser," "the delicacy, the fitness of every touch of tone coloring, remind one of the best side of Debussy, a Debussy without eccentricities." "The Pipe of Desire" is in one act and has a legendary subject, of Celtic origin. It is based upon the mingling of the old Pagan nature worship and the incoming Christian morality. The story rests upon the principle that man may force the way of his desires against the divine order but that he pays the penalty. The work is an avowed fantasy and its authors purposely avoided a realistic subject, believing that there is a place for poetry and idealism as well as for crude realism upon the operatic stage. This point of view seems to have been ignored by some critics who have taken exception to the book on account of its subject as well as the verse. In that respect Mr. Converse's second opera, "The Sacrifice," of which he himself wrote the book, is in striking contrast with the first. The scene is laid in California at the time of the Mexican War, and the characters, some of whom are Americans, enact a modern tragedy. It is in three acts, full of local color and action, the third in particular presenting strong dramatic climaxes, powerfully sustained by the music. To quote the Boston "Transcript" after the first performance at the Boston Opera House (4 March, 1911): "He has conceived and fashioned a drama that has the operatic virtues of simplicity, large lines, concern with elemental passions and relations, and opportunities for expansion." The music, like that of the former work, is "insistently sonorous and declamatory, unless he turns aside deliberately for a lighter contrasting moment." It is replete with charming melodies, and full of powerful contrasts intensified by prismatic changes of orchestral coloring. His manner of composition is in a general way in accordance with that of the Wagnerian music drama. "He devises a relatively small number of 'motives' representative of his personages, their emotions and relations, or the more general aspects of his drama. He repeats and transforms these motives at significant moments; and he intertwines and contrasts them in his orchestral voices. At the same time, he makes much of his music out of wholly independent but appropriate melodic ideas, which melodies are oftener orchestral than vocal. He conceives his orchestra, not as a minute mirror of every reflection of the text, but as a stream that shall flow with the drama, taking course, speed, contour, substance, and color from it. Above this orchestral stream, now rising from it, now subsiding into it, run the voices of the personages, in sustained arioso, set tune or melodious declamation." Mr. Converse has been especially commended for his choral writing. As further evidence of this ability should be mentioned his "Laudate Domine," motet for male chorus, organ, and brasses (op. 22); "Job," an oratorio (op. 24); and a "Serenade" for male chorus, soprano solo, and small orchestra (op. 25). These as well as "Hagar in der Wüste," dramatic narative for contralto and orchestra, and three songs for medium voice (op. 28) preceded the second opera, since which he has published a "Melody" for violin and piano (op. 29). He also wrote an overture, entr'actes and incidental music to Percy MacKaye's "Jeanne d'Arc" (op. 25), which was produced by Miss Julia Marlowe in

1906, and several minor compositions for the piano. Both by virtue of what he has achieved and the promise which his genius and brilliant ability hold out for the future, Mr. Converse is a significant figure in the history of American music. While on the one hand he has not allied himself with those who would base an American school on the musical bequests of certain native elements which are alien to our essentially European culture, he has kept aloof from the tradition of the old world sufficiently to render his work distinctive in color as well as original in substance. He believes, in his own words, "that we shall be able to build up a school of musical composition second to none and of which Americans can well be proud." Mr. Converse is a trustee of the New England Conservatory of Music; a member of the National Society of Arts and Letters, the Tavern, Union, St. Botolph, and Tennis and Racquet Clubs of Boston, the Harvard Club of New York, and the Norfolk Country Club of Dedham, Mass. He was active in organizing the Boston Opera Company in 1907-08, and is now its vice-president. He married, 6 June, 1894, Emma, daughter of Frederic Tudor, of Brookline, and has five daughters.

NORCROSS, Pliny, lawyer and merchant, b. in Templeton, Mass., 16 Nov., 1838; d. in Janesville, Wis., 11 July, 1915, son of Franklin and Lydia (Powers) Norcross. His father was a farmer. On his paternal side he is a descendant from Jeremiah Norcross, one of four brothers, who emigrated to this country from England in 1636, settling in Boston, Mass. On his maternal side he is a descendant from Puritan stock of early Colonial origin. One of his ancestors, Daniel Norcross, served as corporal of the "Minute Men" at Concord and Lexington, during the Revolutionary War. Franklin Norcross removed with his family to La Grange, Wis., in 1855, where he engaged in farming. His son, Pliny, was educated in the public schools of his native town, and at the Milton Academy in Southern Wisconsin, remaining there two years. In 1860 he entered the Wisconsin State University, but his student days were abruptly ended in the following spring by the outbreak of the Civil War. He was the first university student to respond to the call for volunteers, and enlisted 16 April, 1861, in Company K, of the First Wisconsin Infantry under Capt. (afterward Gen.) Lucius Fairchild. He was appointed corporal at the request of his fellow students and participated in the battle of Falling Waters. At the expiration of his term, he re-enlisted in Milton, Wis., and became captain of Company K, of the Thirteenth Wisconsin Infantry, in which he served three years. Two of his brothers served with him, and one died at the front. In the winter of 1863-64 he commanded a special detachment in charge of ordnance stores at Nashville, Tenn. At the close of the war he settled in Janesville, Wis., where he engaged in the practice of law in February, 1866, in partnership with the late Judge John R. Bennett, and for a short time with the late Hon. A. A. Jackson. Subsequently he formed the law firm of Norcross and Dunwiddie, having as a partner the late Judge B. F. Dunwiddie. They established a large and lucrative clientele in the succeeding years, and in 1883, Mr. Norcross retired from the firm to engage in commercial pursuits. His first venture was the organization of the International Tile Company, located at Brooklyn, N. Y., of which he was president for a short time. In August, 1883, he sold out his interest in that company and returned to Janesville, Wis., where he purchased land and erected the buildings known as the Phoebus Block and the Norcross Block, and established the first electric light plant in Janesville, furnishing light for the streets and private buildings. In 1888 he engaged in the manufacture of ladies' shoes in partnership with Alexander Richardson under the firm name of Richardson and Norcross, a connection which continued until Mr. Norcross withdrew from the firm in 1896. In 1892 he purchased the mills and water-power plants at Fulton and Indian Ford, a few miles above Janesville, and employed them in the extension of his operations for supplying electric light and power. During the later years of his life, Captain Norcross disposed of his principal business interests in Janesville, and thereafter spent the winter months in Florida, making his home in the city of Orlando. While visiting Janesville, Wis., he met an accidental death by drowning in the raceway near the electric plant. Upon his death, memorial resolutions were spread upon the records of the State assembly and of the Rock County Bar Association. Captain Norcross was a member of the assembly in 1867, 1885, 1905, and 1907, and was always a recognized leader in this body, both in committee and on the floor. During the last two sessions he maintained a home in Madison, and both he and his wife were social favorites in that city. Captain Norcross served his city as mayor for two terms, and also as city attorney. In his earlier career at the bar he was twice elected district attorney. In June, 1904, he was elected department commander of the Wisconsin Department of the Grand Army of the Republic. This position was attractive to him, and he derived much pleasure in going about the State, attending camp fires and meeting the old veterans in the agreeable social relations of the order. Governor Davidson appointed him a member of the board of regents of the Wisconsin State University, and he served actively in this capacity for several years. All of his contemporaries at the Rock County bar, of whom a few are still in practice, attributed to him unusual qualities as an advocate. His early life, the normal period of preparation for a professional career, was quite broken up by his service in the army, and it was said that he never acquired the habits of a close student; but his natural gifts as an

orator, his keen business judgment, his intellectual activity, his sound integrity, and above all his tireless industry, were such that he was enabled to succeed where even greater lawyers failed. His career at the bar, therefore, was most worthy, useful, and honorable. Captain Norcross was a man of winning personality, and of eloquent speech. In every activity in which he engaged his efforts were marked by the sincerity of his efforts, the steadfastness of his purpose, and by indomitable courage. He was a public-spirited citizen, a faithful public servant, a devoted family man, and a cherished friend and neighbor. While in the legislature, he was a faithful attendant, and kept himself so well informed on all pending legislation that he was always ready for, and equal to, any emergency of debate upon the floor or in committee. His genial and cordial manners toward the younger men of the legislature especially endeared him to them. Upon the organization of the Janesville Business Men's Association, he was chosen one of its first presidents. He served also as trustee for the State Institution for the Education of the Blind and as aide-de-camp on the staff of Governor Smith. In politics he was an active Republican. He had a wide acquaintance with public men of the State. Captain Norcross was reared in the communion of the Congregational denomination, and he died in the membership of the First Congregational Church of Janesville. The funeral was held in that church, and was largely attended. The local Post of the G. A. R., of which he was a devoted member, had general charge of the services. On 4 Jan., 1865, he married Phoebe A. Poole, of Beloit, Wis. They had four children: Frederic F. and John V. Norcross, who are successful lawyers in Chicago; Elizabeth L., who married George A. Mason, a Chicago lawyer., and Edward P. Norcross, a physician, of Chicago. Mrs. Norcross died in Janesville, Wis., 28 Dec., 1900. Later, Captain Norcross married Mrs. Frances Spaulding Redington, of Troy, Pa., who survived him.

PUTNAM, George Haven, soldier, author, publisher, b. in London, England, 2 April, 1844, second son of George Palmer and Victorine (Haven) Putnam. His father was a son of Henry (1778-1822) and Katherine Hunt (Palmer) Putnam (1791-1869) and a descendant of John Putnam, who settled in Salem, Mass., in 1640, with his wife, Priscilla (Goulds) Putnam. George Palmer Putnam (1814-72) was a celebrated bookseller and publisher of New York City and London, England (q.v.). He traces his descent from Gen. Joseph Palmer (1742-1904), who was chairman of the Committee of Safety, 1774, and leader of the "Indians," who threw the tea overboard in Boston Harbor after assembling at Chairman Palmer's house and arranging for boarding the British tea ships, continued to serve the patriot cause in the Continental army throughout the Revolution and, at its close, held the rank of brigadier-general. When George Haven Putnam was four years of age his parents packed up their household belongings, took ship for New York on the "Margaret Evans," a sailing packet of the Black Star Line. On reaching New York the father selected as the first American home for his family, a pleasantly located house at Stapleton, Staten Island, overlooking the New York Bay. George Haven Putnam was instructed at home by his mother and nurse. The elder Putnam, as was the custom of that day, entertained as his guests at his home, the authors of the works he published, and as a boy, Haven remembered Miss Bremer, the Swedish authoress; Susan Warner, the author of "The Wide, Wide World"; Wendell Phillips, the lecturer and publicist, and Mr. Fabans, the traveler, who made, possibly, the first suggestion in regard to a railroad across the Isthmus of Panama. Haven was prepared for college, previously, by the Rev. Dr. Stephen H. Tyng, who had a class of boys at St. George's Church, of which Dr. Tyng was rector and his son, Stephen H. Tyng, Jr., instructor of a company of cadets. He next entered Starr's Military Academy, Yonkers, N. Y. In 1857 he attended Prof. John MacMullen's school in upper New York and the Columbia Grammar School conducted by Dr. Anthon after 1859. In 1861 he matriculated at Columbia College, but the condition of his eyes led his father to send him abroad to consult oculists in Paris and Berlin. He sailed from New York, as the only passenger on board the bark "Louisa Hatch" bound for Bristol, England, and from London he went to Paris and thence to Berlin, where he placed himself under the skill of Baron von Graefe, then the leading oculist of Europe. At his sight improved, he attended courses of lectures at the Sorbonne, Paris, devoted to French literature and the literature and history of Rome. At the advice of Baron von Graefe, he discontinued lectures after reaching Berlin and sought open-air environments as necessary to complete his treatment. He visited Bayard Taylor at Gotha and en route visited the galleries at Dresden, tramped through Saxon, Switzerland, studied Bohemian life at Prague, passed through the Black Forest region, saw the toymakers of Nuremberg, continued the tramp through the pleasant region of the Thüringer-wald and finally reached Göttingen, where he took up his studies at the university. Here he attended lectures by Ewald, the distinguished Hebrew scholar. He also took a course in German history and botany. At the close of the lectures in the beginning of July, 1862, he was one of a group of students that took a vacation trip through the mountains of the Hartz and this closed his university course at Göttingen, although he did not realize that he was bidding a final farewell to the old university. He was going home to help put down the rebellion, but at its close to return within the coming year, complete his work, and secure his doctorate. In August, 1862, he boarded the steamer "Hansa" at Bremen and returned to offer his services to the Union army. The Young Men's Christian Association was recruiting a regiment that was mustered into service as the One Hundred and Seventy-sixth Regiment, New York Volunteers. In this regiment he served as quartermaster-sergeant. The regiment was assigned to the General Banks' expedition ordered to New Orleans, La., to take possession of the city recently captured by Admiral Farragut. They embarked on the chartered whaler "Alice Corence" and in crowded quarters, with almost continuous

storms for forty days, reached New Orleans and after taking military possession of the city the regiment encamped at Brasier City. They were nine months' men and on the expiration of their term of service they were duly mustered out at Bonnet Carrie and almost to a man they re-enlisted for three years' service or until the close of the war. Quartermaster-Sergeant Putnam was commissioned second-lieutenant and a few months later, first-lieutenant. He served as quartermaster of the regiment for about six months and was then made adjutant. He served in the Red River campaign in Louisiana. The One Hundred and Seventy-sixth New York was assigned to Grover's Division of the Nineteenth Army Corps and reached Alexandria on 25 March, 1864, and constituted a part of the rear guard when the army marched to Shreveport. His regiment was next in the Nineteenth Army Corps with Sheridan in the Shenandoah Valley, Va. Major Putnam was a prisoner of war at Libby Prison and subsequently at Danville, but upon being exchanged he served under General Emery in the final campaign that led to the surrender of the Confederate forces under Gen. Joseph E. Johnston to General Sherman in North Carolina. His term of service in the Union army as non-commissioned officer, commanding officer, in hospital recovering from swamp fever, and as prisoner of war in loathsome prisons as Libby and Danville, made up exactly three years from the time he enlisted as "a small student just from Germany," to his landing an honorably discharged soldier in the Civil War, at the Whitehall wharf in New York City. On 5 Oct., 1865, he registered his name for his first legal vote, after having so fairly earned his citizenship. He was deputy U. S. collector of internal revenue under his father who was appointed by President Lincoln collector of the Eighth District of New York in 1862, and he served under his father, 1865-66. His father resumed the book-publishing business in 1866 and made his son his partner under the firm name G. P. Putnam and Son. His father died in 1872, and his sons, George Haven, John Bishop, and Irving Putnam continued the business as G. P. Putnam's Sons, which business was subsequently incorporated as G. P. Putnam's Sons, publishers, with George Haven Putnam as president. They also established, in 1875, a printing and binding plant above the Harlem River equipped with the latest machinery for manufacturing books, known as the Knickerbocker Press; and, on its incorporation, George Haven Putnam was made a member of its board of directors. He was active in reorganizing the American Copyright League in 1887, originally organized in 1851 by his father. He was secretary of the league during the contest for international copyright, resulting in the bill of March, 1891. This service was recognized in France the same year, when he was decorated with the cross of the Legion of Honor. He received the honorary degree of A.M. from Bowdoin College in 1895 and that of Litt. D. from the Western University of Pennsylvania in 1897. He became a member of the Commonwealth Club of New York, the Century Association, and the Authors' Club and the Aldine Clubs of New York. He was one of the founders of the City Club and of the Reform Club of New York City; the National, Liberal, and Cobden Clubs of London made him an honorary member, and the Swiss Club of London elected him to membership. He was a founder of the Society for Political Education and a member of the executive committee of the Civil Service Reform Association. The Free Trade Club of New York, the National Free Trade League, and the Honest Money League of 1876-78 elected him to membership. He is the author of: "Authors and Publishers" (1883) (seventh edition rewritten with additional material, 1916); "Questions of Copyright" (1891) (second edition brought down to March, 1896); "Authors and Their Publications in Ancient Times" (1893) (second edition revised); "The Artificial Mother, A Fantasy (1894); "Books and Their Makers During the Middle Ages," (2 vols., 1896); "The Little Gingerbread Man"; "The Censorship of the Church of Rome" (2 vols., 1907); "Abraham Lincoln—The People's Leader in the Struggle for National Existence" (1909); "A Prisoner of War in Virginia, 1864-65" (19—); "A Memoir of George Palmer Putnam" (19—). He married, first, on 7 July, 1869, Rebecca Kettell Shepard, of Boston, Mass. She died in July, 1895, and he married, second, on 27 April, 1899, Emily James, daughter of Judge James C. and Emily Ward (Adams) Smith, of Canandaigua, N. Y. She was born 15 April, 1865; graduated at Bryn Mawr College, 1889; studied at Girton College University of Cambridge, England, 1889-90; taught Greek at Parker Collegiate Institute, Brooklyn, N. Y., 1891-93; Fellow in Greek, University of Chicago, 1893-94; dean of Barnard College, New York, 1894-1900, and trustee, 1901-05; vice-president and manager Women's University Club, New York, 1907-08; president of the League for Political Education, 1901-04. She is the author of "Selections from Luccan" (1891).

POEHLMANN, John William, wholesale florist, b. in Milwaukee, Wis., 21 June, 1867; d. in Chicago, Ill., 14 July, 1916, son of John George and Caroline (Haffermeister) Poehlmann. His father, John George Poehlmann, b. in Ahenberg, in Bavaria, Germany, came to this country as a young man and established a grocery business in Milwaukee, Wis. John was the second of three brothers. As a boy he attended the public schools of his native city. At the conclusion of his school training his father took him into his business. Here he remained until he was twenty-three years of age, when the course of his career changed in a very different direction. Some years previously, in 1879, his brother, Adolph, who was seven years older than himself, had gone to Niles Center, Ill., where he was employed for three years with a large florist and learned that business thoroughly. In 1885 Adolph had gone into business as a florist with a partner. This partnership lasted two years, when Adolph bought out his partner's business and continued by himself, at Morton Grove, a small town fourteen miles outside Chicago. He had prospered, so much, in fact, that he needed capital with which to enlarge his plant to meet the growing demands of his trade. It was in 1890 that a partnership between John, August, and Adolph was formed. John Poehlmann devoted himself largely to the salesman-

John W. Pochman

ship end of the enterprise, applying himself to developing the trade. Taking up his residence in the city of Chicago, he established a distributing station in a basement at 1309 North Clark Street. At the end of ten years, in 1900, the partnership was dissolved for a time, John and his brother, August, buying the interest of their brother, Adolph, in the old plant, while the latter set to work building himself a new plant. A year later they decided to consolidate the two plants and then they founded the present corporation of Poehlmann Bros. Company, John Poehlmann being elected president, Adolph, vice-president, and August, secretary and treasurer. From that time forward the growth of the business was truly phenomenal. The corporation began business with a capitalization of $90,000. Soon afterward the Chicago distributing station was moved to more commodious quarters at 30 East Randolph Street. With great energy John pushed the trade until, shortly before his death, he had not only extended it all over the country, but to Canada as well. By that time the plant had assumed gigantic dimensions; it was the biggest of its kind in the country, if not in the world. There were eight miles of greenhouses, averaging twenty-seven feet in width, a veritable glass-covered street that would have stretched from one end of Chicago to the other. From three to four hundred men were now employed in caring for the many acres of growing flowers and shrubs under glass, the payroll amounting to nearly a quarter of a million dollars per annum. The yearly consumption of coal needed for the furnaces to heat this vast acreage of roofed-in land was 136,000 tons Then the company went into the palm-growing business and presently they had the largest stock of palms east of Philadelphia. The orchid department alone required eight large greenhouses, each 250 feet in length, to house their treasures. To supply this department collectors were sent to the jungles of South America to seek rare specimens of this exotic and strangely beautiful vegetation. To the Philippines also a collector was dispatched to collect such specimens of tropical plants as are native to that climate. Cut flowers, however, form the main article of trade. Two million square feet of glass is required to cover this important department of the business. In addition the supply department, which was added several years ago as a matter of accommodation to the many customers of the firm throughout the country, has grown to tremendous proportions. It is not merely in size, however, that the business of the Poehlmann Bros. Company stands out remarkably. Its reputation for integrity and fair dealing is equally worthy of remark. Indeed, it is this element that has had not a little to do with the remarkable success of this tremendous establishment. In John Poehlmann as well as his brothers was incarnated this sterling integrity. How he was regarded by other members of the florist trade is indicated by the following resolution, or tribute, which was passed by the Society of American Florists, of which he was a member, on the occasion of his death: "In the death of Mr. Poehlmann the Society of American Florists has lost one of its most successful members. Starting only a few years ago with very limited means, he was largely instrumental in the development of his firm's splendid business, said to be the largest of its kind in existence. He was a hard worker, constantly at his post and always kindly to his associates and employees. Mr. Poehlmann's industry has left deep, lasting imprints on the sands of American floriculture and his many friends deeply mourn the early passing of one so gifted and so unassuming." In 1898 Mr. Poehlmann married Frieda Ottenbacher, of Morton Grove. Four years later she died. In 1904 he married Emma Parker, a sister of Mrs. Guy French. By his first marriage he had two children: John and Frieda.

POEHLMANN, Adolph H., florist, b. in Milwaukee, Wis, 24 May, 1860, son of John George and Caroline (Haffermeister) Poehlmann. His father, originally a baker by trade, and a native of Ahenberg, in Bavaria, Germany, came to this country early in the last century and settled in Milwaukee, where he went into the grocery business. Adolph was the eldest of three brothers, with whom he was later to found an establishment which has since become the largest in the world. His early education was acquired in the Milwaukee public schools. Having concluded his studies, he was for a while employed in Milwaukee, but when he was nineteen years of age, he went to Niles Center, Ill, where he found employment in the greenhouses of a large florist business. Here he remained for three years, acquiring a thorough and practical knowledge of floriculture. Afterward he worked a year in Boston and, later, a year in Hoboken, N. J., part of this time with Peter Henderson, at that time the largest florist in the East. At the end of that period he had managed to save up several hundred dollars, and the ambition came over him to enter the business on his own account. The opportunity came presently when he was invited to form a partnership with Otto Mailander, a florist in a small way, at Morton Grove, Ill., who at that time had two greenhouses, each 45 x 10 feet. Mailander contributed $270.00 and Poehlmann $320.00, and together they built themselves a dwelling. The business met a fair degree of success. At the end of two years, in 1887, Poehlmann bought out his partner's interest for $1,270. For the next three years, until 1890, Mr. Poehlmann continued the enterprise alone. During this time he prospered. In fact, so rapid was his success that he was brought face to face with that difficulty which besets many an energetic business man who starts

Adolph H. Poehlmann

in a small way; his trade developed faster than his capital could increase and he was hampered by his inability to meet the new business on account of the limited size of his plant. It was at this time that he suggested to his two brothers, August and John, that they join him in the enterprise, an invitation to which they readily responded. At this time Adolph's plant consisted of one greenhouse, 20 x 125 feet, another 12 x 125 feet, a third 6 x 125 feet, and six others of smaller dimensions. The plant was then valued at $4,200, which included buildings and stock on hand, 1 June. The other two brothers supplied $3,000 in cash toward working capital, a large part of which was loaned them by their father; Adolph himself having a surplus of $1,200. The partnership was based on a verbal agreement, whereby they were to share equally in the profits of the business, each drawing what amounted to a nominal salary: Adolph, on account of his long experience in the florist business, drawing $35.00 a month; August, $25.00 a month, and John $15.00 a month. For ten years the brothers continued working under this agreement. From the very beginning the business prospered, the previous commercial experience of John and August supplementing the technical training of Adolph. One year after the termination of this agreement the brothers formed a corporation, capitalizing the organization at $90,000, John Poehlmann being president, Adolph vice-president, and August secretary and treasurer. Under the new arrangement the growth of the business became phenomenal. It is now the largest of its kind in the world, its trade extending even to foreign countries, to Canada, and to the greater part of the United States. There are now close to eight miles of greenhouses, and the firm sends its collectors to South America and the Philippines for rare orchids and other exotics from tropical climes. The orchid department alone requires eight large greenhouses, each 250 feet in length. Not a little of Mr. Poehlmann's success has been due to his genuine love of the commodity in which his establishment deals. It was this love of the most beautiful products of nature that attracted him toward floriculture as a boy. It is for this reason, too, that the practical management of the details within the plant itself has been left more largely to his care, while his brothers were more specially responsible for the extension of the trade and actual business management. On 10 March, 1891, Mr. Poehlmann married Katherine C. Ulbright, the daughter of a prominent Milwaukee merchant. They have had four children: Walter G., Vera E., Edna, and Morton Poehlmann.

POEHLMANN, August Franklin, wholesale florist, b. in Milwaukee, Wis., 21 Oct., 1869, son of John George and Caroline (Haffermeister) Poehlmann. His father, John G. Poehlmann, a native of Ahornberg, in Bavaria, Germany, was at first a baker by trade, but after coming to this country as a young man, he settled in Milwaukee and there went into the grocery business. As a boy August attended the public schools of Milwaukee, then, having concluded his studies, he dedicated himself to a business career. It was not till he was twenty-one, however, that he entered the field in which he was to attain his large measure of success, but even before that time he had gained a great deal of practical experience. When August was ten years of age, his older brother, Adolph, then nineteen, had gone to Niles Center, Ill., and there entered the employ of a large florist. Later he had gone into business for himself and had met with success. In 1890, when August Poehlmann was twenty-one, he induced his brother John to engage in the florist business. This was the idea which crystallized and later formed the Poehlmann Bros. Company. Adolph's capital was largely represented by his plant. August Poehlmann and his brother John had been saving their earnings and they were able, between them, to put another $3,000 into the business. Verbally they agreed that they should share equally with each other the profits of the business. From the beginning the business prospered, the commercial experience of John and August supplementing the technical training of Adolph. Added to this they had confidence, youth, energy, and unlimited determination. For ten years they continued as partners, then organized into a corporation with a capital of $90,000 in 1901, assuming the title of the Poehlmann Bros. Company. August was elected secretary and treasurer. His brother, John, who was made president, attended to the Chicago end of the business, developing the selling end, and Adolph had charge of the management of the plant. From now on the success of the firm was truly remarkable. The establishment is now the largest of its kind in the world. From three to four hundred men are employed in the greenhouses, of which there are about eight miles, averaging twenty-seven feet in width. The cut flower department alone requires 2,000,000 square feet of glass to cover it. Eight large greenhouses, each 250 feet in length, are required to house the orchids, many of which have been gathered from the malarial swamps and jungles of South America by collectors sent especially for the firm. Meanwhile the trade has been extended all over the United States, into Canada, and even into foreign countries. August was unusually quick of perception; quick to estimate the value of an opportunity that presented itself and daring enough to take a risk. Of the three brothers he was the most aggressive, the first to insist on the development of any new idea that promised to be of advantage to the business. But though he acted quickly, sometimes with apparent rashness, his judgment was nevertheless cool, for his mistakes were few. The foreign department of the firm stands out pre-eminently as one of the best

results of his ability as an executive. That the citizens of Morton, Ill., where the vast plant of the firm is located, appreciate the sound business judgment of August Poehlmann is obvious from the fact that in 1908 they elected him mayor of the town, and he has been mayor ever since. On 18 April, 1905, Mr. Poehlmann married Lulie Virginia Miller, daughter of John C. Miller, a successful manufacturer of paper boxes in Chicago. They have had three children: Earl Franklin, Roland Morton, and Lulie Virginia.

CARTER, Levi, manufacturer and Nebraska pioneer, b. in New Hampton, N. H., 30 Nov., 1829; d. in Omaha, Neb, 7 Nov., 1903. He was one of a family of sixteen children, hence was obliged to assume the responsibilities of life at a very early age. His youth was spent on his father's farm, where he worked hard in the summer months, and attended the common schools of the district in the winter. Later, in addition to his farm duties, he also worked as a carpenter and housebuilder in the summer and taught the district school in the winter. Then, for two years, he traveled through the country with his brother, Eliphalet, taking daguerreotype portraits for the people in the scattered Western settlements. Finally, he removed to Nebraska City, then very far west, and found employment at cutting and stacking hay. The business of freighting was then highly profitable, and he entered into it in partnership with Isaac Coe, under the name of Coe and Carter. Since none of the great trans-continental railroads had yet been built, this firm soon became extensively engaged in freighting supplies between the Missouri River towns and the mining settlements of the mountains of the Far West, their primitive equipment consisting of large numbers of wagons, drawn by oxen, and conveying all sorts of merchandise. When the Union Pacific and Oregon Short Line Railroads were built, Mr. Carter and his partner turned their attention to cutting and furnishing ties for a large part of the construction work on these lines. They were not slow in grasping the opportunities that the West then offered to young men of ability and enterprise, and, in connection with their freighting business, soon became the owners of large cattle ranges, possessing at one time about 750,000 acres upon which grazed 5,000,000 head of cattle. In 1878 Mr. Carter became a minor stockholder in the Omaha White Lead Company, the plant of which was located in Omaha, Neb., and in that capacity became interested in the processes for the manufacture of white lead, to the extent of finally becoming engaged in that industry. In 1886 he organized the Carter White Lead Company, and when the Omaha White Lead Company became involved in difficulties, took over its business, thereafter giving his entire attention to the business. In 1890 the plant was burned to the ground, but was rebuilt in the following year. In 1895 an additional, and much larger, factory was erected by the company at West Pullman, near Chicago, Ill. Previous to actually engaging in the manufacture of white lead, Mr Carter had no knowledge whatever of its processes and requirements With other prominent and enterprising men, he had been induced to invest in the stock of the Omaha White Lead Company, in order to assist in the founding of a new industry, but, having become actively engaged in the business, he pondered upon improved methods. The result was the notable contribution to the industry, now known as the "Carter process" of manufacturing white lead, which soon demonstrated its superiority over all others. At the time of the failure of the Omaha White Lead Company, he was certain that its misfortune arose from the practice of adulterating its products, a custom which was then quite common with all corroders of white lead; and, in order to escape from this injurious reputation, he organized the new company bearing his own name, never afterward permitting any adulterating ingredients to be brought into his factory. The distinctive feature of the "Carter process" was the so-called "atomizing" of metallic lead, preparatory to treatment, the lead being subjected to the action of the corroding gases in the form of a fine powder instead of the small perforated sheets, known as "buckles," which were used in other processes. The use of lead in powdered form permitted mechanical operation to bring the lead and corroding gases into contact as was impossible in any other system. The splendid results achieved justified Mr. Carter's determination to give his whole attention to the perfecting and development of his ideas. How well he succeeded may be understood from the following facts: The original Omaha White Lead Company's plant had a capacity (nominal) of 5,000 tons per annum, and employed about 250 men. The first plant built by Mr. Carter had a capacity of 10,000 tons, employing 100 to 150 men; while the new plant built at West Pullman had a capacity of 20,000 tons, and employed from 80 to 100 men. Progress along the line of work begun by Mr. Carter was not stopped at his death, for a new factory has recently been erected at West Pullman, which will manufacture 1,000 tons of white lead to every man employed in the manufacture. Mr Carter was not only an industrial pioneer of the highest type, but one of the best illustrations of the hardy courageous manhood that built up the great Middle West. He seemed never to know fatigue or fear. When conducting his wagon route, his party was not infrequently attacked by Indians, and they were compelled to make barricades of their wagons, and wait for relief. It has been said that, at such times, when every day's delay involved large losses, and every night might bring the destruction of both lives and property, Mr. Carter was always cool and collected, took his regular sleep undisturbed, and by his apparent confidence in the successful outcome, kept up the courage of his employees. His foresight was one of his most remarkable attributes, and at no time did his camps lack necessary supplies; nor were they ever overprovided. He was an original thinker, and had the courage of his convictions, qualities which brought about his complete revolution of white lead manufacture and laid the foundation of the improved processes now in use. He never took time to consider misfortunes or reverses, for his philosophy was always constructive. On the day of the burning of his first factory, friends calling to extend their sympathy found him engaged in making plans

for a new building. He was generous, sometimes to an absurd degree, but for some unaccountable reason, his borrowers always voluntarily repaid his loans, so that he was seldom a loser. His kindness to his employees was well known, and it was characteristic of him that the last letter he wrote, and the last check he signed, were sent to an employee who had embezzled a large sum from the company. In his broad-minded, tolerant way, Mr. Carter gave him his check, with the friendly advice that he steal no more. Personally, Mr. Carter was a fine specimen of manhood, temperate in his habits, mild in speech, and deliberate in thought and action. The Levi Carter Park, containing 700 acres and including Carter Lake, located near the plant of the Carter White Lead Company at East Omaha, Neb., was given to the city of Omaha by Mrs. Carter as a memorial to her husband.

MACBRIDE, Thomas Huston, botanist and university president, b. in Rogersville, Tenn., 31 July, 1848, son of Rev. James Bovard and Sarah Maclenathan (Huston) Macbride. His father (1820-1910) was a noted teacher and pioneer in early days of Iowa, and was an active minister of the Presbyterian Church for more than fifty years. His earliest American progenitor, Robert Macbride, who came to this country from Belfast, Ireland, and settled in Bellefonte, Pa., was a scholar of broad culture, a teacher by profession, and founder of the Bellefonte (Pa.) Academy, which is still a successful institution. Dr. Macbride had the benefit of excellent educational opportunities which he used to advantage. He began his collegiate education at Lenox College, at Lenox, Ia., but later became a student of Monmouth College, Monmouth, Ill., where he was graduated A.B. in 1869. He afterward went to Germany to complete his education at the University of Bonn. Always most interested in the natural sciences, he devoted himself especially to biological research and general science. Upon his return to the United States, he accepted the professorship of mathematics at Lenox College, in 1870. He served in this capacity until 1878, when he became assistant professor of natural science, at the University of Iowa, thus becoming identified with the institution with which his name has been associated for nearly forty years. He became professor of botany, in 1884, a position which he filled until his elevation to the presidency of the university in 1914. During his connection with the institution as the head of the botanical department, Dr. Macbride was a close student of fungi of every known variety; and of the flora, physiography, and surface geology of Iowa. In connection with his researches he has published many valuable papers in the form of bulletins from the laboratories of the natural history department of the University of Iowa. His articles have also been published in the reports of the Iowa Geological Survey, and in various scientific journals throughout the country. He is also the author of a book entitled "North American Slime Molds," published in 1900. Dr. Macbride's character is many-sided and his genius nobly versatile. He presents the rare combination of the profound scholar, the painstaking investigator, the inspiring teacher, the public-spirited citizen, and the strong and truly cultured man. As a scholar he possesses a breadth of vision and an appreciation of varied interests of unusual character in this age of narrow specialization. As an investigator, he is patient, persevering, and exact in the determination of material facts, which he has demonstrated, especially in his work on slime molds, on which he is a world authority, and, withal, is endowed with a power of interpretation which illuminates every subject to which he gives his attention, and which led an old-time comrade and colleague to describe him as "the sweetest and most charming of the prophets and interpreters of nature." As a teacher, he has made the training of specialists secondary to the building of character and the development of a broad appreciation of life, and thousands of students have carried the inspiration of his teaching into every walk in life. As a citizen, he has taken a keen interest in public affairs, and his activity in urging civic improvements, such as the beautifying of our cities and our homes, has been especially fruitful. As a man, he has especially endeared himself to those who know him, for he combines a charming, modest personality with a deeply sympathetic nature, and his entire life has been dominated by the ideal of service to his fellow men. The combination of all these noble qualities makes him a just and broad-minded executive, alive to all the varied interests of the institution over which he presides. Dr. Macbride is a member of the Delta Tau Delta and Sigma Xi College Fraternities; the A. A. A. S., of which he was vice-president in 1904; the Botanical Society of America, and the American Paleontology Society; and a Fellow of the Geological Society of America. He married 31 Dec., 1874, Harriet, daughter of Jacob Grosch Diffenderfer, of Hopkinton, Ia. Of this union four children were born, two of whom, Jean and Philip D. Macbride, still survive.

GABLE, William Francis, merchant, b. in Upper Uwochla, Chester County, Pa., 12 Feb., 1856, son of Isaac and Hannah Mercer (Wollerton) Gable. His mother was a daughter of John Wollerton, of Reading, Pa., and a descendant of George Smedley, of Derbyshire, England, who, in 1682, came to America with William Penn, and settled on the bank of the Great River (as the Delaware was then called). Later he purchased from William Penn 250 acres of land; about 1700, he removed to Middletown, Pa., and while there, with his son, Thomas, received a grant of land in Chester County, also an original grant of a lot or the tract of land that afterward became the city of Philadelphia. His son, George (1692-1766), married first, Jane Sharpless, and second, Mary Hammans, who, as the records show, was honored by her appointment to sit at the Ministers' Meeting of the Society of Friends. His son, William (1728-66), married Elizabeth Taylor. Their son George (b. 11 March, 1758), came into possession, in 1785, of 170 acres of land at Uwochla, Pa., which remained in the possession of the Smedley family until it passed into the hands of William F. Gable; he married Hannah Mercer. His daughter, Betty (1791-1855), married John Wollerton and her daughter, Hannah Mercer (1825-96), married

William J. Gable

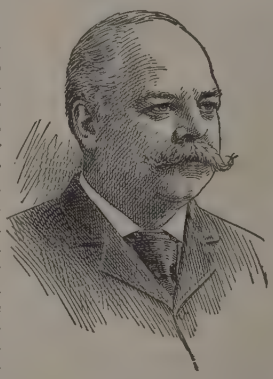
Isaac Gable (1822-1903) and became the mother of William F. Gable. The Smedley family coat-of-arms consists of: ermine shield, a chevron lozenzy of azure and gold; crest, an eagle head erased, black. Isaac Gable was a farmer and his son passed a happy childhood in the green fields and shady groves of Upper Uwochla. As he grew older he assumed his share of responsibility and spent much of his time in hard work on the farm. The constant outdoor life contributed to the upbuilding of the strong physique which has always been one of his distinctive characteristics. Even in boyhood he gave evidence of great mental capacity, fine, canny business instincts, and an intensely energetic nature, all of which traits were augmented by the industrious habits and powers of persistence engendered by his early surroundings and training. He was educated in the district schools of Chester County, but in 1869, his father removed to Reading, Pa., where he was given excellent educational advantages in the high schools of Reading and Chester, afterward preparing himself for a business life at Farr's Commercial College in Reading. That he is not a graduate of any of the great centers of learning has no doubt been one of the secrets of his successful career. Although an ardent student he was not a young man who would follow blindly the paths worn by tradition and convention, but insisted upon taking mental short-cuts into untrodden places where he made his search for knowledge by himself. A scholar by instinct, he became by means of these "little journeys" a man of wide learning and superior culture. Mr. Gable began his business apprenticeship in 1874, at the age of eighteen, in the employ of Boas and Rauderbush, lumber merchants in Reading, Pa. He remained in their employ four years, and, in 1878, entered the department store of Dives, Pomeroy and Stewart, a step that had much to do with determining his future career, and by which he gained the practical experience which was partially instrumental in making him the originator and upbuilder of the greatest commercial enterprise in Central Pennsylvania. On 1 March, 1884, occurred the most important event of his business career, namely, the opening of his store in Altoona, Pa. The beginning was modest, the little store located at the corner of Eleventh Avenue and Thirteenth Street having but a dozen clerks and a complete stock, which, as a whole, was many times less than the amount of merchandise now carried in any single department. The firm was known as Sprecher and Gable. It was Mr. Gable, however, who was at all times the guiding genius in the conduct of the store He had natural far-sighted business sagacity, a talent for organization, and the faculty of choosing and developing ability in his subordinates while at the same time he promoted their best interests as well as his own. His cheerful disposition and friendly attitude toward all brought him a prosperous trade, and as his opportunities widened he was shrewd enough to take advantage of them. The little store developed rapidly and in a short time the business was removed to its present location at 102 Eleventh Avenue, and the firm name changed to William F. Gable and Company. The celebration of the twenty-fifth anniversary of this enterprise, which took place in March, 1909, was a memorable incident in the history of the store and an event in the business life of Altoona. On this occasion, Mr. Gable was the recipient of many sincere tributes as the founder of a great business enterprise, and as a man who places human values before property values. At a banquet given the employees of the store he was presented with a silver loving-cup, on which was inscribed his favorite business maxim: "There is no line drawn in my mind or heart between employer and employee." Addresses were made by the late Elbert Hubbard, of East Aurora, N. Y., Horace Traubel, literary executor and biographer of Walt Whitman, and others prominent in official, business, and literary circles of Pennsylvania. There were present also many former employees who had found in Mr Gable's efficient business methods and generous encouragement the inspiration and equipment with which they had gone forth to win distinction in their chosen line of work. In this connection it is fitting to quote the following lines from a poem composed and recited on this occasion by his life-long friend Luther Frees:

"I take my privilege of years and read this friend of mine;
Read him as one whose scope of life looks past the dollar sign;
Read him as one who places worth beyond the mask of grace;
Read him as one who holds the man above the pomp of place;
Read him with scorn of cant and sham and outworn thought—and then,
In brightest text, read him as one who loves his fellow men."

The Gable system of merchandising, the store's original methods of trade organization, of distribution of manufactured products, and its translation into everyday action of the economic principles which govern commerce, form a text-book of commercial education open to the merchants of the world. The Gable store has the old-time air of refinement, elegance, and comfort. Here each section is a specialized store, many of them the largest and finest in that section of the country. Here shopping may be done unhurried, uncrowded, undisturbed, in roomy salons. Comfort and convenience—not condensation—are the first considerations, and spaces are never permitted to be congested to the discomfort and inconvenience of customers, nor is merchandise ever shown in any deceptive ways. One of the ideals of the Gable business has always been the education of its employees—the training of all the people in the store "family" to greater usefulness and self-development. It must be apparent that whatever good may have come to individuals who have profited through large business store-keeping it is altogether insignificant when compared with the good brought to the people as a whole Aside from his successful business career, Mr. Gable is a noteworthy citizen. True to his Quaker ancestry he is a man of peace—opposed to militarism in any form—his whole system of philosophy being constructive rather than destructive; is public-spirited and philanthropic in a quiet, practical way. It is natural that

political honors should lie in the path of a man of Mr. Gable's prominence, but he never, in any sense of the word, has been a politician, his only public office having been that of park commissioner of Altoona, in which capacity he served two years. He has, however, a reputation as an able public speaker and has made some notable addresses on various occasions. From his early youth he has been a lover of books, an exhaustive reader, and a student of history as well as of events. The unusually well-organized and selected book department in his store has always been one of his greatest pleasures, while in his home he has an extensive library of valuable books. When a very young man he began the collection of autographs and letters of literary and other celebrities and these have now grown into an accumulation of considerable proportions and interest. He also possesses a number of historical documents of more than ordinary importance. His chief personal characteristics are his independence and his democracy. While imbued with the deepest respect for the opinions of others, he has always steadfastly refused what appeared to him as time-worn creeds and outlived faiths of men who were in bondage to their environment and heredity. It is much to his credit that throughout his life, he has many times fearlessly advocated unpopular controversies for the reason that he thought he was right. He was an admirer and associate of Walt Whitman many years before public recognition of the poet's genius came about; and he was an advocate of the doctrines of Robert Ingersoll, giving him strong support at a time when for a less strong and able man the penalty of his loyalty would have been ostracism. What he believes is truth and right he accepts; dogmatism in any form he rejects; and he is the friend of all, defending the victim and condemning the oppressor. The democratic phase of his character is exemplified in his business as well as social life and his hopes for its future were well expressed in his anniversary speech, when he spoke of his dream of the "store beautiful." He said in part: "The mad, wild, greedy rush of competition forces us to use some methods that I would instantly dispose of were it not that we must protect ourselves under present conditions. . . . We can do what we can to make things better and hope for the day when the competitive system will be no longer in the way of a higher and better civilization, and under a co-operative commonwealth we can get nearer the ideal store." An episode illustrative of Mr. Gable's fine sense of moral values is related by one of his friends. A shabbily dressed boy picked up a book, "Heroes of Revolution" from the store counter and walked out without paying for it. When the boy was apprehended and brought before Mr. Gable, the latter remarked: "I always like to help people who want to read the right books," and with that returned the twenty-five cent book to the shelves and gave the astonished boy a dollar book with the instruction to return for another when he had finished that. The result of this unique treatment of the offense was that the boy, who was sent home wondering, was a safer member of society than he would have been if, according to the time-honored rules, he had been sent to jail weeping. Mr. Gable finds his chief relaxation in his country home, "Glen Gable Farm," located at Wyebrook, Chester County, Pa. Here he has a dairy of unsurpassed excellence and is a well-known breeder of thoroughbred Guernsey cattle and horses. He is a member of the American Guernsey Cattle Club. At the international milk and cream show at the Panama Exposition, one of the largest shows of the kind ever held, the Glen Gable Farms exhibit was awarded the medal of honor as winner of the highest score in the market class. He holds no affiliation with any secret societies or church; is a life member of the Historical Society of Pennsylvania, the Thomas Paine National Historical Association, and the Altoona Robert Burns Club. He married on 7 May, 1879, Kate Elizabeth, daughter of B. Frank Boyer, a prominent attorney of Reading, Pa. Of this union there were born nine children, namely: Edna Luella Gable, wife of James H. Powers; Bayard Wollerton Gable, deceased; Lowell Boyer Gable, manager of "Glen Gable Farms"; Elizabeth Smedley Gable, deceased; Gertrude Pellman Gable, wife of George Pomeroy Stewart; Robert Clair Gable, manager of the photo department of W. F. Gable and Company; Anna Katherine Gable; George Pomeroy Gable, and Mary Virginia Gable

SCOTT, James Wilmot, journalist, b. in Walworth County, Wis., 26 June, 1849; d. in New York City, 14 April, 1895, son of David Wilmot and Mary (Thompson) Scott. His father, an old-time printer, was editor and publisher of newspapers in Galena, Ill., for thirty-five years preceding his death, in 1888. James W. Scott, when old enough to begin work, learned the printing-trade in his father's office at Galena, attending the local public school at the same time. Later he was a student at the Galena high school, and on completing the course in that institution, entered the college at Beloit, Wis, where he studied for two years. He was unable, because of his restless desire to be engaged in some calling on his own account, to complete his college course, and went to New York, where for a time he was engaged in floriculture. His interest in this fascinating business was great, and, in addition to his active work in business hours, although then very young, he became an intelligent contributor to the papers devoted to it. Many of his articles showed a good literary style, as well as an enthusiastic interest in the subject. Later abandoning this business to take a position in the government printing-office at Washington, Mr. Scott served as a proofreader until 1872, when he withdrew from the office to establish a weekly



newspaper in Prince Georges County, Md. This was Mr. Scott's first effort as a proprietor, and his success, while not glittering, was sufficient to confirm him in the belief that it was his proper sphere in life. The Maryland paper, however, did not afford him sufficient scope, he was a young man with progressive ideas, many of which he could not put into effect on a country weekly, and especially one in so contracted a territory as Prince Georges County. Leaving Maryland, he returned to Illinois, and, with his father, started "The Press," at Galena. Here the same troubles faced him; he wanted a larger and better opportunity. One year in Galena satisfied him that he could do better in Chicago, and thither he went in 1875. Mr. Scott's first venture in Chicago journalism was to purchase "The Daily National Hotel Reporter." Under his management its success was immediate, and he made arrangements to change it from a class daily to a general newspaper. From this intention, however, Mr. Scott afterward receded, and having an able and trusty partner in F. W. Rice, he decided to let him have the control of the journal. In this he was wise as it became the source of great profit to both of them. It was the ambition of Mr. Scott to become identified with a high-class daily newspaper, and in May, 1881, he, in company with several young men, who had been successful in their work on other Chicago dailies, organized The Chicago Herald Company. Lack of sufficient capital retarded the proper development of the enterprise, until 1882, when J. R. Walsh, president of the Chicago National Bank, having full faith in Mr. Scott's ability and judgment to make the paper a success, purchased the stock of the other shareholders, and concentrated the control in the hands of Mr. Scott. With abundant means at his command, and at the same time possessing the judgment necessary to the economical but wisely directed use of his capital, Mr. Scott accomplished the supreme wish of his life in building up to a profitable existence, a great metropolitan daily newspaper. Every department of the "Herald" bears the impress of his executive ability. He surrounded himself with the best men he could find, both in the editorial and business branches, and insisted upon a liberal policy in the gathering of the news, as well as in its preparation for publication. The result of this was seen in the "Herald" every day, that it had "the largest morning circulation in Chicago." He spared no outlay of time or money to make his paper one of the best in the country, and the result was highly satisfactory, both to Mr. Scott himself, and to every one of his aids. The American Newspaper Publishers' Association is a powerful combination for the mutual benefit and protection of all the leading newspaper publishers in the United States, and of this organization Mr. Scott was president for three terms, his counsel and executive direction being of great value in accomplishing the objects of the association. He also served for three terms as president of the Chicago Press Club, and much of the prestige of this now flourishing organization is due to his wise administration. As president of the United Press, which expends $500,000 annually in the collection and distributing of the news by wire over leased wires, to daily papers in all parts of the United States and Canada, Mr. Scott wielded no small power. The telegraphic news service of this country on the association plan is a recognized institution, and the agents employed in preparing the reports are often more influential than men high up in public office. To properly handle a corps of this kind, and obtain from it the best results, while at the same time repressing whatever tendency there may be to abuse of its high power, requires something akin to generalship, and the present highly organized service of the United Press is in this respect a testimonial to Mr. Scott's genius. When the prospect of securing the World's Fair for Chicago was first broached, Mr. Scott was made chairman of the press committee of the preliminary organization, and it was largely due to his work that the public opinion to which Congress finally yielded was formed. When the permanent organization was perfected, he was made a director, and he was unanimously tendered the position of president at the annual election of 1891, but the pressure of his private business compelled him to decline the honor. He did, however, accept the chairmanship of the Committee on Press and Printing, and the same sensible direction which made his previous efforts so acceptable was, in this important branch of the World's Fair machinery, made noticeable from the moment he was selected. Mr. Scott also started the Chicago "Evening Post," another newspaper which attained a phenomenal success. It built for itself one of the finest newspaper offices at that time in the country. While not so active in its management, he made it prosperous and influential. He had a keen supervision over all the details of the business, being well seconded by an able staff of assistants. In personal appearance, Mr. Scott was a well formed man, of robust physique; his face was kindly molded, and he had keen but twinkling eyes, which well showed his good nature. Intensely social and jovial in his disposition, he was a member, either active or honorary, of nearly every prominent club in Chicago, as well as of the famous Clover Club of Philadelphia and the Press Club of New York City. He was a typical Western American of unbounded energy, keen business foresight and rare courage. In 1873 he married Caroline Greene, daughter of Daniel M. Greene, of Lisle, Ill.

BROOKER, Charles Frederick, manufacturer, b. in Litchfield, Conn., 4 March, 1847, son of Martin Cook Brooker and Sarah Maria (Seymour) Brooker. He is of English extraction on both sides of the family. His earliest paternal ancestor in this country was John Brooker, a shipwright, who left England in the latter part of the sixteenth century, and took up his residence in Boston; in 1695 he removed from Boston to Guilford, Conn., and became a central figure in the history of that city. The father of Charles F. Brooker was a New England farmer and the boy spent his early youth in the healthy activity which with simple but comfortable living laid the foundation for the vigor and energy necessary for his future active career. He enjoyed the exceptional educational advantages afforded even

in the modest schools of small New England communities. He first attended the common schools of Litchfield, and later continued his studies at Torrington, Conn. In 1864, at the age of seventeen, he entered upon business life as accountant of the Coe Brass Manufacturing Company, located at Torrington. He showed remarkable aptitude not only in the adjustment of the company's accounts but soon made himself familiar with all the departments of the factory, which was even then one of the most important manufacturing concerns of the country. In 1869 he was promoted to the secretaryship of the company, a position which he filled with such efficiency that in 1893 he became its president. After Mr. Brooker's election as chief executive, the Coe Brass Manufacturing Company developed with remarkable rapidity as the direct result of his rare executive ability and boundless energy. In 1889 the American Brass Company, located at Waterbury, Conn., acquired the plant of the Coe Brass Manufacturing Company with several other companies of prominence in that line of industry. As the man who probably knew more than any other man concerning the manufacture of brass, Mr. Brooker was elected president of the American Brass Company, an honor which practically placed him at the head of the brass and copper manufacturing industry in the United States. His business affiliations extend to a number of other enterprises, including the Ansonia Land and Water Power Company, Ansonia, Conn., of which he is president; director of the Torrington Water Company; director of the Turner and Seymour Manufacturing Company of Torrington; director of the United States Smelting and Refining Company; president and director of the Ansonia National Bank. Mr. Brooker has been prominently and actively interested in politics for many years, and has served in each branch of the Connecticut General Assembly; in the House in 1875 and in the Senate in 1893. A stanch Republican, he was a member of the Republican National Committee (1900-01) and a member of the Republican State Central Committee for a number of years. He is a member of a number of clubs noteworthy for their remarkably varied field of interest, among which are: Union League Club of New York, of which he has been a member since 1876, and vice-president in 1910; New England Society, of which he was at one time a director; Railroad Club; Chamber of Commerce; Bankers' Club; Drug and Chemical Club; American Geographical Society, all of New York; the National Geographic Society, Washington, D. C., Metropolitan Club, Washington, D. C., Connecticut Society of Colonial Wars, of which he is governor, and Connecticut Society of the Sons of the American Revolution. Mr. Brooker has always been a generous supporter of meritorious charitable work and is president of the New Haven County Anti-tuberculosis Association, New Haven, Conn. In 1911 he received from Yale University the honorary degree of master of arts. He was married in London, England, 30 Oct., 1891, to Mrs. Julia E. Clark Farrel, of Ansonia, Conn., daughter of Wilson H. Clark, of New Haven, Conn.

CHALMERS, Hugh, manufacturer, b. in Dayton, Ohio, 3 Oct., 1873, son of Thomas and Jeanette (Bell) Chalmers. He is descended from Thomas Chalmers, who came from Scotland to this country early in the nineteenth century, and settled in Dayton. As a boy he attended the public schools of his native city. Even at this early age, however, he had already determined on a business career, and, with characteristic impatience, did not wait to finish his public school course before fitting himself by taking a short course in a business college. He then, at the age of fourteen, obtained employment as office boy in the Dayton salesrooms of the National Cash Register Company. During the same period he continued his business studies by attending night classes in stenography and bookkeeping. There remained very little time for play, for, after having made his choice of life work, Mr. Chalmers devoted his whole time to the business of succeeding. The same energy and persistence which caused him to sacrifice his hours for recreation to night school were not slow to win the recognition of his employers. His advancement was steady. When he was not yet eighteen he was taken into the office and made a bookkeeper. But Mr. Chalmers was not of the temperament which accepts sedentary occupation with resignation. Business experience he had gained, and was still gaining. To this he determined to add a special knowledge of cash registers, and while he worked in the office he made himself an expert on this subject. But it is one thing to gain knowledge; it is quite another matter to make use of it. To Mr. Chalmers, knowledge which could not stand the practical test of utility was irrelevant. His knowledge of cash registers he used to the immense advantage of the National Cash Register Company, which realized that a young man who could combine such quickness of comprehension with such determination and energy was wasted poring over ledgers. Mr. Chalmers did not remain long a bookkeeper. At the age of twenty-four he was made district manager of Ohio, with twenty-four salesmen under his direction, nearly every one of whom was older than himself. The vital force that he was in the National Cash Register Company was felt, not only locally, but throughout the country, and had a great deal to do with the prominence that that company attained in the eyes of the consuming public. Mr. Chalmers did not long remain confined within the limits of a district. He began to participate in the nation-wide advertising campaigns of the company, then gradually assumed control. From his earliest identification with the business he was a firm believer in the importance of advertising, properly prepared, and upon these points he was most active and zealous in spreading information regarding the National cash register. At the age of twenty-nine he was general manager of the company and its vice-president. In this position he later drew a yearly salary of $72,000. Mr. Chalmers remained with the National Cash Register Company until 1907. The business organization of the company was now one of the huge successes in the country, and its name known to every shopkeeper and every tradesman in America. In a sense achievement was complete. To a man of Mr. Chalmers' energetic temperament would come a desire to achieve a similar gigantic success

Hugh Chalmers

in other fields; to develop some enterprise with which he might be associated from the very inception. For this reason, rather than with any idea of bettering his situation financially, he left the National Cash Register Company and went to Detroit as president of the E. R. Thomas Detroit Motor Company. He was now in the prime of life, ready to pour his vital energy into the new enterprise. His achievement in the automobile industry has been no less phenomenal than his development of the National Cash Register Company. He became successively president of the Chalmers Detroit Company, and then of the Chalmers Motor Company. When he entered the business, in March, 1908, the plant of the company consisted of only one building, three stories in height. Today, the plant covers thirty acres. There are four four-story buildings, twenty smaller buildings, and a manufacturing floor space of 818,000 square feet. During the past year (1916) the output of the Chalmers Motor Company totaled $30,000,000. Financially the progress has been no less astounding. From the beginning the company was so increasingly prosperous that it was able to offer investments for sale, rather than pose as a borrower. In August, 1910, it declared a 900 per cent. dividend, and increased its common stock from $300,000 to $3,000,000. In October, 1912, a 33 1-3 per cent. dividend brought the total investment up to $4,000,000, and a 25 per cent. dividend in June of the following year made it $5,000,000. The preferred stock, amounting to $1,500,000, was created in 1913, which the company now persists in redeeming, so that at the beginning of 1916, $1,100,000 was still extant, selling at 102½. The company is now out of debt, paying its preferred stock and 10 per cent. dividends on its common shares. As chief executive Mr. Chalmers is exacting and a disciplinarian, always requiring the sincerest and greatest efforts from his subordinates. He is a master of the art of securing team-work, but he asks no more than he gives, and his indefatigable energy and determination always predominate. He is ever on the alert for trade innovations, and looks upon business as a world-wide school, in which there is always something to learn. In the business world, Mr. Chalmers is a national figure, not only because of his phenomenal success, but because of his characteristic vitality. His influence is felt from coast to coast, even outside of his special line. Not a little of his prominence is due to his ability as a speaker on subjects relating to salesmanship and advertising, and here again it is his pervading vitality, which moves his hearers, rather than any smooth-phrased oratory. He is a member of the executive committees of the Automobile Trade, the Detroit Board of Commerce, the Detroit Society of Automobile Engineers; he is vice-president of the World's Salesmanship Congress, of the National Association Sales Managers, the Ohio Society of Detroit. He is also a member of the Dayton (Ohio), the Sphinx, the Pen, the Detroit Country, the Automobile, and the Golf, Hunting and Fishing Clubs. He is also a Mason. On 22 Aug., 1901, he married Frances Houser, of Dayton, Ohio. They have four children: Helen, Hugh, Bruce, and Margaret Lydia Chalmers.

LINDSAY, John Douglas, lawyer, b. in New York City, 31 Dec., 1865, son of Dr. William F. and Sarah (Vredenburg) Lindsay. His first American ancestor was Christopher Lindsay, a grandson of Robert Lindsay, of Pittscottie, in Fifeshire, Scotland, the chronicler who was popularly known among his contemporaries as "The Gentle Pittscottie." Christopher Lindsay emigrated to this country in 1629, settling first in Salem, Mass., and later in Lynn. The line of descent is traced through his son, Eleazer and Sarah (Alley) Lindsay; their son Ralph and Mary (Breed) Lindsay; their son Capt. Eleazer and Lydia (Farrington) Lindsay; their son Daniel and Deborah (Ingalls) Lindsay; their son Rev. John and Lucy (Nourse) Lindsay; and their son Dr. William Francis Lindsay. John D. Lindsay attended the public schools of New York City, and in 1880, at the age of fourteen, entered the law office of Van Dyke and Van Dyke, afterward Lord, Van Dyke and Lord, as an office boy at a salary of $3.00 a week. In 1882 he accepted a position as a clerk in the district attorney's office under the late John McKeon. Pursuing his legal studies in that office, and after attending lectures for two months at the New York University Law School, he was admitted to the bar in New York in February, 1887. He at once began the practice of his profession, in which he has since risen to distinction as a successful advocate. In June, 1887, he was made deputy assistant district attorney, and in 1894 was appointed assistant district attorney. During the twelve preceding years he had been in charge of the indictment bureau and acquired a national reputation as an expert drafter of indictments, and as an authority on matters of interstate and foreign extradition. From 1894 to 1898 he represented the district attorney's office in all cases before the appellate division, Court of Appeals, and U. S. Supreme Court, and argued a great number of cases, many of which involved important and far-reaching questions of constitutional law. Resigning office, Mr. Lindsay on 1 Jan., 1898, entered into partnership with ex-District Attorney De Lancey, Nicoll, and Courtland V. Anable under the firm name of Nicoll, Anable and Lindsay (now Nicoll, Anable, Lindsay and Fuller. On 1 Jan., 1903, Mr. Lindsay was elected president of the New York Society for the Prevention of Cruelty to Children, which position he still occupies. This society is a prosecuting agent of the State, so far as offenses against children are concerned. It shelters at its own expense children who have been the subjects of crime or neglect, destitute, abandoned or lost children, and juvenile delinquents, pending the action of the courts. In 1915 nearly

11,000 children were clothed, fed, and cared for in the society's rooms. Mr. Lindsay is also vice-president of the American Humane Association. He served as a member of the State commission to investigate the question of pensions for widowed mothers (1913-14), and was appointed State delegate to the tenth annual conference of the National Child Labor Committee held in New Orleans, in 1914. Mr. Lindsay is the author of numerous legislative measures in the interest of children, prominent among them being the statute of 1903 providing for the release of children charged with certain petty offenses on the written promise of their parents or custodian to produce them in court when required, and the subsequent amendment extending its operation to all juvenile offenders except those accused of the most serious crimes; the amendment to the Code of Civil Procedure (1905), changing the rule of privileged communications, so as to require physicians and nurses to disclose information acquired in professionally attending children who have been victims or subjects of crime, and the act of 1909, as the result of which children committing acts, which, if committed by adults would be misdemeanors or felonies (other than capital offenses and those punishable by life imprisonment), are no longer deemed guilty of a crime, but of juvenile delinquency only. Notwithstanding his many activities Mr. Lindsay has found time to contribute various articles to law publications, among them: "History of the Court of Star Chamber"; "Extradition and Rendition of Fugitive Criminals in the American Colonies"; and "An Account of the Boston Massacre." Mr. Lindsay has attained distinction in his profession mainly by the thoroughness of his work and careful attention to matters of detail. He is a member of the American Bar Association, New York State Bar Association, and the Bar Association of the City of New York, the American Society of International Law, the American Academy of Political and Social Science, the American Association for the Advancement of Science, the Institute of Criminal Law and Criminology, the Medico-Legal Society, the Society of Colonial Wars, the Sons of the Revolution, the New York Historical Society, the St. Nicholas Society, the Downtown Association, the Metropolitan Club, the Manhattan Club, the City Club, the Calumet Club, the Knollwood Country Club, and the Fort Orange Club of Albany; also of the Lindsay Family Association, the Clan Lindsay Society, and the Scottish Text Society of Edinburgh. On 3 June, 1895, he married Stella, daughter of Dr. Elisha Hall Gregory, of St. Louis, Mo.

FOSTER, John Watson, diplomatist, b. in Pike County, Ind., 2 March, 1836, son of Matthew Watson and Eleanor (Johnson) Foster. He was graduated at the Indiana State University in 1855, and, after one year at Harvard Law School, was admitted to the bar and began practice in Evansville. He entered the national service in 1861 as major of the Twenty-fifth Indiana Infantry. After the capture of Fort Donelson he was promoted to lieutenant-colonel, and subsequently was made colonel of the Sixty-fifth Indiana Mounted Infantry. Later he was appointed colonel of the 136th Indiana Regiment. During his entire service he was connected with the western armies of Grant and Sherman. He was commander of the advance brigade of cavalry in Burnside's expedition to East Tennessee, and was the first to occupy Knoxville in 1863. After the war he became editor of the Evansville "Daily Journal," and in 1869 was appointed postmaster of that city. He was sent as U. S. minister to Mexico by President Grant in 1873, and reappointed by President Hayes in 1880. In March of that year he was transferred to Russia, and held that mission until November, 1881, when he resigned to attend to private business. On his return to this country, Colonel Foster established himself in practice in international cases in Washington, D. C., acting as counsel for foreign legations before courts of commissions, in arbitrations, etc. President Arthur appointed him minister to Spain, and he served from February, 1883, till March, 1885, when he resigned and returned to the United States, having negotiated an important commercial treaty with the Spanish government. This treaty elicited general discussion and was strongly opposed in the Senate. That body failed to confirm it, and it was afterward withdrawn by President Cleveland for reconsideration. Some weeks later General Foster was instructed to return to Spain to reopen negotiations for a modified treaty. This mission, however, was unsuccessful, and Mr. Foster remained abroad but a few months. In November, 1890, he was appointed special plenipotentiary for the negotiation of reciprocity treaties with Brazil and other South American countries, Spain, Germany, the British West Indies, France, and Austria. These were successfully negotiated. He also assisted Secretary Blaine in the Chilean affair, as well as in the negotiations on trade relations with the Canadian commissioners. In the Behring Sea controversy he rendered important services to President Harrison, who appointed him U. S. agent to conduct the case of the United States before the arbitration tribunal at Paris. He was engaged in this work, when, in 1892, he was appointed Secretary of State in President Harrison's Cabinet. As no one could be found to take his place in the arbitration case, he concluded his work, while acting as head of the State Department (1893). As a statesman of high international standing Mr. Foster was invited by the Emperor of China to participate in the peace negotiations with Japan, which service he fulfilled. He was again sent as ambassador on a special mission to Great Britain and Russia. In 1898 he was a member of the Anglo-Canadian Commission. He acted as the agent of the United States before the Alaskan Boundary Tribunal in London in 1903, and in 1907 was the representative of China at the second Hague Conference. General Foster is an authority on diplomacy and international law. Besides a "Biography of Matthew Watson Foster," (1896), he has published "A Century of American Diplomacy" (1900); "American Diplomacy in the Orient" (1903); "Arbitration and The Hague Court" (1904); "The Practice of Diplomacy" (1906); and "Diplomatic Memoirs" (2 vols.) (1909). He is said to have a larger intimate acquaintance among foreign diplomats and

European statesmen than any other American of his generation. The degree of LL.D. was conferred upon him by Princeton in 1895, by Wabash College in 1895, by Yale in 1896, and the University of Pennsylvania in 1907. Mr. Foster married, in 1859, Mary Parke McFerson.

ANKENY, Levi, banker, ex-U. S. Senator, b. in Gentry County, Mo., 1 Aug., 1844, son of John Quincy Smith and Charity (Geer) Ankeny. His earliest American ancestor was a Belgian nobleman, Johann Jacobus D'Aerls, Lord of Opdorp and Immerseel, who came to this country about 1721 and settled in Milford, Pa., where he changed his name to Smith, the better to assimilate himself with the people of his adopted country. His grandson, the father of Mr. Ankeny, John Quincy Smith, became possessed of that pioneer spirit which moved so many young men of that day, and emigrated westward, to Gentry County, Mo., which was then quite on the outskirts of civilization. By profession he was a surveyor, but for many years he filled the office of county sheriff, a position which in those turbulent and lawless times was not sought by any great number of candidates. In this rugged environment it was that Mr. Ankeny spent his early childhood. But the spirit of the pioneer seems to have been again awakened, for by the time the son was of school age the family had crossed the continent and was settled on the shores of the Western ocean, in Portland, Ore. Here he attended the public schools and later studied in the Portland Academy. Mr. Ankeny began his business career in 1861, at the age of seventeen, doing a general mercantile business at the Oro Fino mines, in Idaho, where he was in partnership with his brother. With that quality of sterling integrity required in such an environment, where primitive conditions brought men face to face, Mr. Ankeny gradually made his way up the commercial ladder until, in 1878, when only thirty-four years of age, he became president of the First National Bank at Walla Walla, Wash. Already, in 1868, while still a mere youth, he had been mayor of Lewiston. In Walla Walla he was chosen by the fellow citizens of his ward to represent them in the city council. Then, in 1893, came the great financial panic, followed by a period during which some of the oldest commercial firms and banks of the West went to the wall. Mr. Ankeny's institution, however, never once issued receivers' certificates or asked a depositor to come twice for his money. Convinced of his capacity, as well as of his integrity, Mr. Ankeny's fellow citizens chose him for the highest dignity within their power to grant him: in 1903 he was elected to represent them in the U. S. Senate, where he served for six years. On 2 Oct., 1867, Mr. Ankeny married Jennie Nesmith, daughter of the Hon. James W. Nesmith, U. S. Congressman and Senator from Oregon. They have had six children: Levi Nesmith, John D'Aerls, Robert McArthur, Charity Pauline, Harriet, and Mary Ridpath Ankeny.

Levi Ankeny

FROST, Charles Sumner, architect, b. in Lewiston, Me., 31 May, 1856, the son of Albert Ephraim and Eunice M. (Jones) Frost. He is a direct descendant of Elder Edmund Frost, of Ipswich, Suffolk County, England, who settled at Cambridge, Mass., in 1635. The family was also well represented in the first volunteer companies which initiated the struggle of the Revolution, for in the first muster-roll of the minute company from Tewksbury, who marched to Lexington under the command of Capt. John Trull, on 19 April, 1775, there were included four of the Frost family: Jonathan, Joseph, Jacob, and Ephraim, and in the South East Company, commanded by Capt. Jonathan Brown, appeared the name of Benjamin Frost, while Samuel Frost was a member of the militia company. On completing the course at the Lewiston high school, Mr. Frost entered an architect's office, in which he obtained three years' practical experience. This was followed by a special course of study in architecture at the Massachusetts Institute of Technology, at Boston, whereupon he again entered an architect's office for another three years' practical experience. In 1881 he removed to Chicago and in the following January entered into partnership with Henry I. Cobb and began a private practice of architecture in Chicago. Seven years later this partnership was dissolved by mutual consent and Mr. Frost continued his practice alone until 1898, when he formed a business connection with Alfred H. Granger, which resulted in the establishment of the firm of Frost and Granger. In 1910 the partnership was again dissolved, Mr. Granger removing to Philadelphia, while Mr. Frost continued alone in Chicago. During his long private practice Mr. Frost has had charge of some of the most important building operations that have taken place in Chicago during these years. Among the important institutional buildings which he has erected are the Chicago Home for the Friendless; the James C. King Home for Old Men; the George Smith Memorial St. Luke's Hospital; and the Memorial Institute for Infectious Diseases. His important commercial structures include the General Office Building of the Chicago and Northwestern Railroad Company, in

Chicago; and that same corporation's General Office Building in St. Paul, Minn.; the General Office Building of the Northern Pacific Railroad Company at St. Paul; the General Office Building of the Chicago, Rock Island and Pacific Railroad Company, in Chicago; and the Hibbert Spencer Bartlett Wholesale Store Building, in Chicago. He has also superintended the construction of the following large railroad stations: the La Salle Terminal Building, in Chicago; the Chicago, Westchester Railway Terminal, in Chicago; the Great Western Railroad Station, in Minneapolis, Minn., and all the important station buildings along the lines of the Chicago and North Western Railroad. His more important buildings are those of the Northern Trust Company, Chicago; the First National Bank, St. Paul, Minn.; and the North Western Trust Company. One of his most recent and distinguishing achievements, however, is the Chicago Municipal Pier, recently opened to the public. This structure extends into Lake Michigan a distance of over half a mile, with a width of 292 feet. It is divided into three sections, considered from an architectural point of view: the administrative building, at the shore end of the pier, the freight and passenger building, and the units comprising the recreational group at the end of the pier. The first of these contains, in addition to various offices and utilities, ramps leading to the passenger decks of the freight and passenger building and to the board walks, at a higher level. The freight and passenger building consists of two sections, each 2,340 feet long and 100 feet wide, divided by a roadway eighty feet in width. The lower, or freight, deck extends six feet beyond the building line, forming a freight wharf nearly a mile in length. The upper deck is used exclusively by boat passengers and pier visitors; street cars transferring on a single fare from all parts of the city, enter the pier at this upper level, run to the extreme end of the building, where they loop to the opposite side, giving equal service to both sections. Pier visitors, or those embarking on the smaller excursion boats, leave the cars at the loop where they enter the so-called terminal building unit of the recreation end of the pier, which terminates the half mile trip into the lake and is used for general circulation to various levels. Here are located information bureaus, public comforts, an emergency hospital, and a restaurant. The terminal building and concert halls are connected by the shelter building, which is entirely open at the sides, its decks giving protection from the sun, forming one of the most popular features of the pier. Flanking the concert halls are two towers, open at various levels, from which an unobstructed view may be had in all directions. The concert hall proper has a seating capacity of 4,000, which is greatly increased by the open loggias extending entirely around the hall at three levels. Surrounding the recreational buildings are broad terraces of concrete, descending, at the extreme end of the pier, to a level only four feet above the water, the elevation of the pier floor itself being nine and a half feet. On occasions the pier has comfortably accommodated a quarter of a million of people. Mr. Frost is a member of the Union League Club of Chicago, and for three years has been one of its directors; he is a Fellow of the American Institute of Architects; and a member of the Province of Quebec Association of Architects and the Manitoba Association of Architects. On 7 Jan., 1885, he married Mary, daughter of Marvin Marvin Hughitt, a prominent railroad man, of Chicago. Their three children are: Margaret, Marvin Hughitt, and Virginia Frost.

WARREN, Charles Beecher, lawyer, b. at Bay City, Mich., 10 April, 1870, son of Robert L. and Caroline (Beecher) Warren. Both parents were natives of Michigan, and their respective families came from New England and New York, and were among the pioneers of the State. His father, a graduate of the University of Michigan, and a prominent editor and publisher, was a conspicuous agent in the upbuilding of the Saginaw Valley, where he edited some of the earliest daily newspapers. He founded the Bay City "Journal," and the Saginaw "Daily Enterprise," and at a later period was owner and editor of the daily newspapers in the city of Ann Arbor, where he consolidated several competitive journals under the ownership of a single company. During the Civil War he served in the army, having left the university to enlist in the defense of his country, but returned later and continued his studies until graduation. He has always taken an active part in Republican politics. In 1908 he was a delegate from the Second Congressional District to the Republican National Convention. For many years he has served as president of the board of trustees of the Michigan School for the Deaf at Flint. Charles B. Warren, when about fourteen years of age, removed with his parents to Albion, where he studied in both the preparatory and the academic departments of Albion College. He was president of the freshman class, and during the sophomore year was managing editor of the college paper. In 1889 he entered the junior class of the University of Michigan where he specialized in history, philosophy, and constitutional law, and was graduated Ph.B. in 1891. He was the first editor of "The Inlander," the literary magazine of the university, and a member of Phi Beta Kappa. After graduation he read law in the office of Hon. Don M. Dickinson, in Detroit, and also attended lectures in the Detroit Law School, then under the management of Prof. Floyd Mechem, who was later so prominently identified with the law department of the university. On completion of his course in 1893 Mr. Warren was admitted to the bar. During the succeeding four years he continued in the office of Mr. Dickinson, and in 1897 was admitted to partnership with his distinguished preceptor in the firm of Dickinson, Warren and Warren, one of the most successful and strong law firms in the city of Detroit. In January, 1900, he associated himself with John C. Shaw and William B. Cady, in organizing the firm of Shaw, Warren and Cady, which, after Mr. Shaw's death in 1911, assumed the present style of Warren, Cady, Ladd and Hill, now one of the best known and strongest firms of the State. While Mr. Warren has participated in many notable cases and been dis-

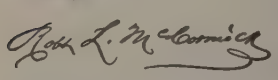
Charles B. Warren

tinctly successful in the general practice of his profession, he has earned a well-merited reputation as one of the leading American authorities in international law. On two important occasions he has represented his country in great international controversies. In 1896, when twenty-six years of age, he was appointed associate counsel for the United States in the controversy affecting the rights of the United States and Great Britain in the Behring Sea. In this capacity he delivered one of the important arguments before the Joint High Commission, which adjudicated the claims of British subjects against the United States. Subsequently President Roosevelt appointed him one of the counsel to represent the United States in the controversy with Great Britain over the north Atlantic waters and fisheries. The two great powers subsequently agreed to submit the matter in dispute to the permanent court of arbitration at The Hague, before which tribunal Mr. Warren, in 1910, made one of the ablest arguments in behalf of his country. Mr. Warren is a member of the Executive Committee of the American Society of International Law, an honor which demonstrates his standing as an authority in both legal and diplomatic affairs affecting international relations. He is a director of many industrial and financial corporations for which he is counsel. Mr. Warren's eminent success in the practice of his profession is ample evidence of his complete mastery of the principles of law and precedent. He is also a man of rare mental capacity; easily grasps the points of a legal situation, and is able to state them clearly, fully, and convincingly. His wide personal popularity, unfailing courtesy, simple manners, ready sympathy, and absolute integrity are other important elements that have contributed to his well-deserved prominence. For some years Mr. Warren has been one of the most influential Republicans in Michigan. He is recognized as one of the stalwart leaders of the party; a conservative without reaction and a progressive without radicalism. In 1908 he was a delegate-at-large from the State to the National Convention, in which his father also sat as a delegate, and was later chosen the Michigan member of the Republican National Committee. He is now a member of the executive committee of the Republican National Committee, and was made chairman of the committee on revision of the rules regulating the organization and basis of representation in future national conventions. He drafted the new rules and the resolutions cutting down the Southern representation, and, in the reorganization of the party, has always stood for the progressive and liberal policy. He was chairman of the committee to draft the address to all the State Republican Conventions requesting the ratification of the changes recommended by the National Committee. The address was given wide circulation and resulted in the plans of the National Committee being almost unanimously ratified by both Northern and Southern States. From 1912 to 1914 he was a potent factor in smoothing the factional disagreements in the ranks of the party. Mr. Warren has for many years been a leader in the civic affairs for the betterment of his city, and was honored in 1914 by being elected president of the Detroit Board of Commerce, the consolidation of many of the old organizations covering special fields of civic activity. He is a member of the Detroit, Country, Yondotega, and University Clubs of Detroit; the University Club of New York City, and the Metropolitan Club of Washington, D. C. He was married 2 Dec., 1902, to Helen Hunt, daughter of Charles Wetmore, of Detroit, and a niece of the late U. S. Senator James McMillan. They have four sons: Wetmore, Charles Beecher, Jr., Robert, and John Buel Warren.

BARNARD, George Grey Grubb, sculptor, b. at Bellefonte, Center County, Pa., 24 May, 1863, son of Joseph H., a Presbyterian minister, and Martha Grey (Grubb) Barnard. While he was yet a child his parents moved to Chicago and shortly after to Muscatine, Ia. Young Barnard early cultivated his artistic talent, and, entirely unaided, modeled a bust of his sister. The work was so cleverly executed that an examination by his friends resulted in his serving an apprenticeship with a jeweler, in whose shop he became a skillful engraver. Ambitious, however, to succeed in a higher line of art, he removed to Chicago, while but sixteen years of age, and applied to Leonard Volk, the sculptor, to be taken as a pupil. His request refused, he at once entered the Chicago Art Institute, where he studied for more than a year; in the meantime defraying his expenses with the money he had saved while working at his trade. While there he received the sum of $350.00 from a Chicago lady for modeling a portrait bust of her young daughter. He was thus enabled to pay his way abroad and continue his studies in an art institute of Paris. After three years of hard study he left the institute and began work upon his "Boy," which he finished in 1885. He followed this with a heroic-sized statue, "Cain," completed in 1886, and two years later brought forth his "Brotherly Love," done in marble, and also his life-size "Walking Man." In 1890 Mr. Barnard finished in clay a group called "Two Natures," on which he had begun work two years earlier. This group was done in marble in 1894. In 1891 he modeled a clock with twenty or thirty figures and reliefs "Evolution of Life" for Norway and carved it in oak in 1894. Late in 1894, his work was placed on public exhibit for the first time and pronounced the most noteworthy of the year, and he was at once elected to the Société Nationale des Beaux-Arts. Of the figures he exhibited, the group called "I Feel Two Natures Struggling Within Me" attracted the warmest commendation. The art critic of "Le Temps," M. Thibault-Sisson, said of this group: "It has movement and life and the execution is as bold as it is finely shaded. All is said with majestic energy—an energy that knows its power and scorns useless details." In the autumn of 1896 Mr. Barnard exhibited his work in New York City, and the verdict of the Paris critics was upheld. In addition to the work already mentioned, Mr. Barnard has modeled the following: "The God Pan," "The Hewer," "Urn of Life" (nineteen figures in marble), "Brotherhood in Suffering," "Despair and Hope," "Youth," "Mother and Angel," "Lone Woman," "Prodigal Son and

Father," "Adam and Eve" (large group), "Labor and Rest" (relief twenty-two feet high), "Christ," "Baptism" (group), "Love and Labor," "The Brothers," the sculptural groups for the Pennsylvania state capitol, and busts of Collis P. Huntington, Blair Thaw, the poet, Abram S. Hewitt, Dr. Leeds, of Stevens Institute, etc. In the fall of 1916 he finished in bronze his Lincoln statue heroic in size. This he completed for the city of Cincinnati. Early in the year of 1917 he modeled in clay the gigantic head of Lincoln fourteen feet in height. In 1917 he also brought out his "Venus and Cupid" in marble. To Mr. Barnard were awarded gold medals at the Paris Exposition (1900), and at the Pan-American Exposition at Buffalo (1901). He was professor of sculpture in the Art Students' League of New York, and he is an associate of the National Academy. Mr. Barnard has often been compared to the great Rodin, for he has gone far beyond the age in which he lives, driven, as it were, by the impulse of humanity to create in marble his impressions of the sorrows and yearnings as reflected from the heart of man. He is a member of the National Institute of Arts and Letters. In 1895 he married Edna Monroe, of Boston, Mass.

McCORMICK, Robert Laird, lumberman, b. near Lock Haven, Pa., 20 Oct., 1847; d. in Tacoma, Wash., in 1911. He was of Irish descent, the great-grandson of John McCormick who came to this country from Ireland at an early age, and served in a Pennsylvania regiment during the Revolution, in which he won the rank of ensign, or third lieutenant. Both of Mr. McCormick's paternal grandfathers served during the War of 1812, and the famous Col. Hugh White was also a relative of his. He was actually brought up in the lumber industry, Lock Haven being a place of great importance in the business during his early years. He had good educational advantages, attending the public schools, and later the Saunders Institute, a Presbyterian military school near Philadelphia. He afterward attended Tuscarora Academy at Mifflin, Pa., but did not finish the course. His first employment was railroading in the employ of the Philadelphia and Erie Railroad as station clerk. After holding a number of other clerical positions in Pennsylvania, he determined to seek his fortune in the West. Accordingly, in 1868, he went to Minnesota, where he settled in Winona, and obtained employment in the office of Laird, Norton and Company, lumber dealers. This position he held for the next six years. In 1874, with the aid of Laird and Norton, he went into the lumber business on his own account at Waseca, Minn., and there conducted a retail lumber yard until 1881. He also dealt in grain, and in timber, stone, and iron properties. After his first year's residence in Waseca, he was elected mayor of the town and held that position for the next seven years. During part of the time he acted as auditor for Laird, Norton and Company, visiting their yards in Minnesota and Dakota and establishing new yards as the railroads were built along the line. In 1881 Mr. McCormick became associated in business with Frederick Weyerhaeuser, and with Mr. Weyerhaeuser, W. G. Laird, and M. G. and James L. Norton, organized the North Wisconsin Lumber Company, becoming its secretary and treasurer. This company made large investments in timber lands, purchasing fifteen townships, and built a mill at Hayward, Wis., Mr. McCormick being closely connected with its management. He also organized the Sawyer County Bank and was its president. He was also actively interested in the welfare of his fellow citizens. During various years of his residence at Hayward he served as president of the school board and of the Library Association and as president of the Ashland Academy at Ashland. His great interest in the cause of education for the Indians led him to influence the Indian office to establish a school for them near Hayward. In 1899 Mr. McCormick had become well known as a capitalist and a man of large affairs. With his associates in the North Wisconsin Company and other prominent business men of Wisconsin and Illinois, he participated in the organization of the Weyerhaeuser Timber Company, of which he was made a director and secretary. The company purchased most of the unsold timber lands belonging to the Northern Pacific Railway Company in Washington and Oregon, and established headquarters at Tacoma, Wash., where Mr. McCormick afterward made his home. The Weyerhaeuser Timber Company has now grown into one of the most extensive enterprises in the lumber industry, and probably owns more standing timber than any other single concern in the world. Although it has built mills it has never gone extensively into manufacture, its policy being only to utilize the burned or fallen timber at the present time. Although not a seeker of office, Mr. McCormick always took a strong interest in politics and legislation as affecting the interests of the people of the communities where he had made his home. While engaged in business at Waseca, Minn., he was elected to the State senate of Minnesota, serving through two regular terms and two extra sessions of the legislature. He was a delegate from Wisconsin to the Republican National Convention in 1900, and from the State of Washington to that of 1908. He was nominated by the Republicans of Tacoma for mayor of the city in 1906, but was defeated. He was also Republican National Committeeman for the State. Mr. McCormick was a close student of history, both national and local, and was for a long time a member of the Wisconsin Historical Society, serving as its president from 1901 until 1904. On his removal to Washington he became a member of the State Historical Society and was influential in securing the marking of histor-



ical places by enduring monuments. He was a thirty-second degree Mason, a member of the Mystic Shrine and a Knight Templar, and during his residence in Minnesota was grand commander of the Templars. He was also a member of the Sons of Veterans, Sons of the American Revolution, and the Society of the War of 1812, and of the Union and Commercial Clubs of Tacoma. At the time of his death he was president of the First National Bank of Tacoma, trustee of the First Congregational Church, vice-president of Puget Sound University, and president of the Ferry Museum. He married, in 1870, Anna E. Goodman, of Ohio. They had two sons, William Laird and Robert Allen McCormick.

STONE, John Stone, physicist, electrical engineer, and inventor, b. in Dover, Goochland County, Va., 26 Sept., 1869, son of Gen. Charles Pomeroy and Annie Jeannie (Stone) Stone. His father, born in Greenfield, Mass., 30 Sept., 1824, was graduated from the Military Academy at West Point in 1845, and had a distinguished career as a soldier. He served in the Mexican War as officer of artillery, and was twice promoted for gallant conduct on the battlefield. At the close of the Mexican War he was appointed chief of ordnance of the Division of the Pacific, but subsequently resigned from military service. On the opening of the Civil War he volunteered and became colonel of the Fourteenth Infantry, and was promoted to brevet brigadier-general. In the early part of the war, through some mistake which never was satisfactorily explained, he was arrested and imprisoned in Fort Lafayette, New York Harbor. He was soon released, however, without court-martial, and assigned to duty as chief of staff of the Department of the Gulf. In 1870 he resigned from the United States army and became brigadier-general and chief of staff of the Egyptian army, serving until 1883. He was promoted to the rank of lieutenant-general (Ferik Pasha). Decorations were conferred upon him by the Sultan of Turkey, the Khedive of Egypt, and the King of Italy. In addition to his military service in Egypt, he held several important civil commissions in that country, being for long periods head of the Department of Public Works, of the Department of Agriculture, etc. He was president of the Khedivial Geographical Society and the Institute of Egypt, and an honorary or corresponding member of many of the geographical societies of the world. Returning to the United States in 1883, he became chief engineer in charge of the construction of the pedestal and the erection of the Statue of Liberty in New York Harbor. In 1886 he was grand marshal of the Grand Army of the Republic in New York City. John Stone Stone is descended through his mother from William Stone, Colonial governor of Maryland. Her father was Dr. John Wilmer Stone, son of William Murray Stone, Protestant Episcopal bishop of Maryland, who in turn was fifth in descent from the Colonial governor. On his father's side Mr. Stone traces his ancestry back to Deacon Gregory Stone, who was born in Nayland, Suffold County, England, in 1590, and landed in America in 1634. He settled in Cambridge, Mass., and was one of the original proprietors of Watertown, Mass. He died in 1672. John Stone Stone was interested in physics and chemistry even as a boy, thus at an early age foreshadowing the notable work he was destined to do in later years. Most of his childhood was spent in Egypt, where his education progressed under private tutors until 1883. From that year until 1886 he attended Columbia Grammar School, New York City. In 1886 he entered Columbia University, devoting himself mainly to mathematics, physics, and chemistry, for the two years he remained there. He studied mathematics, physics, and theoretical and applied electricity at Johns Hopkins University, Baltimore, from 1888 to 1890. This was practically a post-graduate course, although no actual degree was required for admission. He entered the research laboratory of the American Bell Telephone Company in Boston in 1890, and remained with that company as experimentalist until February, 1899. From that time until 1902 he was consulting electrical engineer, with offices and laboratory in Boston, and was retained by the American Bell Telephone Company as an expert in regard to patent litigation. In 1902 he became vice-president and chief engineer of the Stone Telegraph and Telephone Company of Boston, and in 1908 took office as its president. For a number of years during the period from 1897 to 1904 he was special lecturer at the Massachusetts Institute of Technology on the subject of Electrical Oscillations and Their Applications. In 1910, when the Stone Telegraph and Telephone Company went out of business, he again took up his practice as consulting engineer in Boston and New York City. John Stone Stone has been granted more than 120 United States patents for electrical inventions and a correspondingly large number in foreign countries. These inventions relate chiefly to telegraphy and telephony, and to radio-telegraphy and radio-telephony. They include an invention for centralizing the energy in telephone systems, which he perfected in 1893, and which came into general use in America and abroad, and in 1894 a system by which the induction coil could be used at telephone subscribers' stations in the centralized energy system, thus for the first time adapting the centralized energy system to use over long distances, as well as for short distance communication to which the system was at first confined. This invention is now in practically universal use. About 1894 Mr. Stone devised a system of telegraph and telephony employing high frequency currents, which since has been called "Wired Wireless." United States patents have been granted to Mr. Stone for these inventions, and though the system of high frequency telegraphy and telephony never came into commercial use, it later awakened the keenest interest as being the immediate precursor of wireless or radio-telegraphy and telephony. This so-called "Wired Wireless" contains all the essential elements of the radio-telegraph and telephone stations of today, and consists, indeed, essentially of a number of radio-telegraph stations connected by a line wire, each receiver being tuned by electrical resonance to the particular transmitter from which it is to receive messages to the exclusion of the messages of all the other transmitters, just as are the re-

ceiving stations of modern radio-telegraphy and telephony. This is notable as the first practical application of electrical resonance to useful arts, an application which later found its full development and utilization in radio-telegraphy and telephony. In 1897 Mr. Stone was granted a United States patent for a method of increasing the efficiency of telephone lines by increasing the inductance of the line. This method has been superseded in the United States by a method of loading lines with inductance patented by Prof. M. I. Pupin, but is used to a considerable extent in foreign countries, particularly in connection with submarine cables. In 1902 and 1903 he was granted a group of United States patents for a system of selected radio-telegraphy and telephony based upon the use of electrical resonance and employing the same general principles of electrically tuning the apparatus as were embodied in his earlier so-called "wired wireless" system. The most important feature of this system of selective radio-telegraphy and telephony is the immunity it gives to radio stations from interference by waves from neighboring stations, from which communication is not desired, and which would otherwise interfere with the successful reception of the messages intended to be received. Other important inventions of this system have been made as follows: 1. The "Direction Finder," an apparatus by means of which wireless telegraph equipment of a vessel may be employed by the navigator to determine the direction from which wireless telegraph signals are coming, thus enabling him to locate the bearing or direction from his vessel of any wireless telegraph station or another ship, or on shore, and enabling him to determine his bearings in the thickest weather at a far greater distance from shore than he could hear a fog signal or even see a light in clear weather. This apparatus has been used to indicate the bearing of a wireless telegraph station seventy-five miles distant with a precision two-thirds of a point. 2. A system by which messages are automatically rendered secret or illegible except at the station at which they are intended to be received. 3. A system by means of which radio stations may be used for simultaneous transmission and reception of messages. 4. The system called "automatically relaying radio-telegraph messages." 5. A system by means of which radio-telegraph messages may be more or less directed so that they shall not go out in all directions as they usually do at present, but shall go out principally in one direction. 6. A system for multiplex wireless radio-telegraphy. The Stone radio telephone United States patents were purchased at an early date by the Radio Telephone Company, whose chief engineer, Dr. Lee de Forest, as early as 1907, made successful use of the invention over distances as great as fifty miles. Within ten years of that time the bulk of the Stone radio telegraph United States patents, about one hundred in number, were purchased by the De Forest Radio Telegraph and Telephone Company, and a license under these patents was purchased from that company by the American Telephone and Telegraph Company and the Western Electric Company. Mr. Stone has written numerous papers published in the scientific and technical press, and has read many papers before scientific and technical societies. By invitation of the International Electrical Congress at St. Louis in 1904, he read a paper before that body on "The Theory of Wireless Telegraphy." It was published in the transactions of that congress. His presidential address to the Society of Wireless Telegraph Engineers in Boston, in 1908, on "The Periodicities and Damping Coefficients of Coupled Oscillators," was published in the "Electrical Review and Western Electrician," and, in 1909, in the "Jahrbuch du Drahlosen Telegraphie und Telephonie," and in "La Lumière Electrique." His paper, "Interference in Wireless Telegraphy," was read, by invitation, before the Electrical Section of the Canadian Society of Civil Engineers, in Montreal, March 9, 1905, and published in the journal of that society. Mr. Stone read a presidential address before the Institute of Radio Engineers on "The Effect of the Spark on the Oscillations of an Electric Circuit," in New York City, in February, 1915. It appeared afterward in the published proceedings of the Institute. The Edward Longstreth medal was conferred on him by the Franklin Institute for a paper contributed to its journal on "The Practical Aspects of the Propagation of High Frequency Currents Along Wires," in October, 1912. This paper related chiefly to the practical aspects of the so-called "wired wireless" telephone. John Stone Stone is president of the Institute of Radio Engineers, past president of the Society of Wireless Telegraph Engineers, Fellow of the Institute of Radio Engineers, Fellow of the American Academy of Arts and Sciences, Fellow of the American Association for the Advancement of Science, member of the American Electrochemical Society, Associate of the American Institute of Electrical Engineers, member of the Franklin Institute, Associate of the United States Naval Institute, Associate of the Society of Arts of the Massachusetts Institute of Technology, member of the Mathematical and Physical Club and of the Boston Scientific Society. He was a member of the International Electrical Congress in 1906. He is a life member of the Aztec Club of 1847, member of the Johns Hopkins Alumni Association of New England, member of the Alpha Delta Phi Fraternity, and literary member of the Papyrus Club of Boston. He belongs to a number of social clubs. They are the St. Botolph Club of Boston, the National Arts Club of New York, the Cosmos and Army and Navy Clubs of Washington, D. C., the Duxbury Yacht Club of Duxbury, Mass., and the Marine and Field Club of Gravesend Bay, Long Island. Mr. Stone is not married. While the main portion of his time is devoted to the profession in which he has gained such enviable eminence, he is an ardent yachtsman, and takes a healthy interest in other outdoor recreations. Although he has never been a soldier, he takes a warm interest in military affairs, and has a number of close friends in the army and navy.

BECKER, Benjamin Vogel, lawyer, b. in Warsaw, Ind., 20 June, 1871, son of Leopold and Caroline (Vogel) Becker. His father, a well-known and highly respected merchant in

Benjamin F. Keiser

Northern Indiana, met reverses shortly after the close of the Civil War, which made it necessary for his sons, of whom Benjamin V. was the youngest, to help support the family. Mr. Becker was educated in the public schools of Warsaw and Fort Wayne, Ind., and in 1887 came to Chicago. At an early age he developed a craving for historical and Biblical literature, and his reading aroused in him the desire to enter the profession of law. He encountered, and overcame, many discouraging obstacles, and no one was more helpful during these trying years than his mother and sister, and it was largely due to his mother's forceful mind and yet gentle character that in 1890 he began the study of law. In the same year he entered the office of Jacob Newman, and was admitted to the Illinois bar in 1892, and to the Supreme Court of the United States in 1900. In 1898 he became a partner in the firm of Newman, Northrup, Levinson and Becker, and has continued with them or their successors until the present firm, Levinson, Becker, Cleveland and Schwartz, was formed. He is considered a close student of the law and his professional work has been in almost every branch of civil law. He has represented large interests and been an active participant in important litigation, not only in his own State, but in the courts in almost every part of the country. He was appointed by the Supreme Court of this State as a commissioner to pass upon applicants for admission to the bar, and it was largely due to his work and recommendations that the old system of admitting lawyers to the bar was abandoned and a permanent commissioner was established, which has raised the standard of his profession. Mr. Becker is a good judge of human nature, most sympathetic and considerate of others, and has the rare faculty of getting the best out of other people, a quality of great service to his associates. He has a mind of great clearness and penetration. He seems to be able to see things as they are, without those errors of refraction due to professional bias or blindness, occasioned by looking at one side or aspect of a complicated matter. He also has natural aptitude for looking deeply into an intricate situation and far enough ahead to avoid taking a narrow and superficial view. His judgments, therefore, in large and complex matters, where strong interests are arrayed against each other, is of great value and his influence with both clients and others in negotiations and conferences is necessarily very great. He now seldom appears in court. In fact, with the able men of the profession in large centers, this seems to be more and more the rule. Probably many of them feel that they are unwilling, even if they had the time, to spend it in the petty and tedious wrangles which so often mark the progress of litigation, and indeed are a standing reproach to the modern administration of justice. Most of the great financial controversies today are adjusted out of court. Litigations, except those between public authority and large interest, like either public service corporations or alleged unlawful combinations, are comparatively infrequent. The truth about it is that the average intelligent man of business and affairs feels unwilling to trust matters of large moment to the arbitrament of the law, in view of the publicity, expense, annoyance, delay, and uncertainty attendant upon the administration of justice. In all such adjustments (of large and difficult pecuniary matters) Mr. Becker's services are invaluable. He is a man of great diligence, always loyal and devoted to his clients, yet of sufficient character to give them the full benefit of his independent opinions. He makes many friends and few enemies and realizes, more than some men do, the importance not only of dealing justly with those with whom you are in disagreement, but of satisfying them that this is your purpose. He is a very genial, agreeable companion, charitable, generous, and liberal, and almost universally popular, especially with those who know him best. While he must still be regarded as a young man in the profession, in a large and important field, he stands among the leaders with a future promising a success of which what he has already accomplished is the best assurance. Mr. Becker has a large historical library and has collected some valuable and rare historic manuscripts and original letters of George Washington, Thomas Jefferson, Abraham Lincoln, John Quincy Adams, James K. Polk, James Buchanan, Franklin Pierce, and many others, some of which adorn the walls of his private office. He is a director in the National Bank of the Republic of Chicago, the Union Switch and Signal Company of Pittsburgh, and of many other large corporations. He is a life member of the Chicago Historical Society, the Chicago Art Institute, and the Artists' Club, and is also a member of the Chicago, Illinois State, and the American Bar Associations, the Ravisloe Country Club, the Lake Shore Country Club, and a number of other clubs. Mr. Becker is interested in music and the arts, and his favorite recreations are traveling and golf. He married at Jackson, Mich., 20 June, 1900, Elizabeth Loeb, the daughter of Jacob L. and Rachel Loeb. From this union was born, 11 Dec., 1901, one son, John Leonard Becker.

PORTER, William Sidney (O. Henry), author, b. in Greensboro, N. C., 11 Sept., 1862; d. in New York City, 5 June, 1910, son of Algernon Sidney and Mary Jane Virginia (Swaim) Porter. His paternal grandfather, Sidney Porter, came to North Carolina from Connecticut in 1823 as salesman for a New England clock company, and is said to have been a "jolly, good-natured" person, although by no means possessed of those qualities which make for business prosperity. He married Ruth Worth, whose brother, Jonathan, was later to become governor of the State. Apparently, Sidney Porter's remarkable literary abilities were inherited from his maternal grandfather, William Swaim, whose ancestor, also named William Swaim, came from Holland to New York, about 1700, and whose descendants removed to North Carolina some ten years before the Revolution. William Swaim, Sidney Porter's grandfather, a Quaker, was editor of the Greensboro "Patriot" after 1827, and through its columns uttered his vehement protests against the institution of slavery. Mr. Porter's mother died when he was only three years of age, so that it is doubtful whether he ever remembered her.

His father, Dr. Algernon Sidney Porter, was for many years the most popular physician in Guilford County. Unfortunately he became possessed of the idea of inventing various contrivances, among them a perpetual motion water wheel, to which he devoted his time and energy to the neglect of his profession. Already in his very early childhood young Porter showed himself possessed of that imaginative quality which distinguished his writings later in life. In a bunch of bedraggled turkey feathers he saw an Indian war bonnet; in a litter of barnyard pigs he saw the game which he, as an Indian chief, hunted variously as grizzlies, deer, buffalo or panthers. His taste was all for outdoor amusements. As he grew slightly older his favorite recreation was to wander about the fields and woods with a congenial companion. An outing with a set object in view was never to his liking. In those days the raids of the Ku-klux Klan were still fresh in the memories, even of the older children, and often young Porter would lead his playmates on such imaginative expeditions into the negro section of the town, the negroes humoring the play by a feigned terror of the youthful avengers. Porter never attended public schools. His teacher was his aunt, Evalina Maria Porter, who from his infancy took the place of his mother. She had established a private school during the "reconstruction" period, in which she was assisted for a while by her mother, and under her tuition it was that young Porter, together with most of his playmates, attained the equivalent of a common school education. Miss Porter also taught drawing in her classes, but from the very beginning her young nephew was able to sketch so much better than she that his drawings were selected as the models. But more significant from the point of view of the early influences that were to leave a lasting impression on the boy's life were the readings from the classics which Miss Porter made an important feature of her school. She had an intense appreciation of good literature, which she attempted to transmit to her pupils. She did not teach the history of literature, but she labored in season and out of season to have the children assimilate the spirit of literature. Scott and Dickens were her favorite novelists. She used regularly to gather them about her and read to them from her favorite authors. When she saw she had caught their interest she would announce a Friday night meeting in the schoolroom at which they could also pop corn and roast chestnuts while she continued her reading. Thus it was that young Porter acquired a taste for reading. "I did more reading," said Mr. Porter in later life, "between my thirteenth and nineteenth years than I have done in all the years since, and my taste at that time was much better than it is now, for I used to read nothing but the classics. Burton's 'Anatomy of Melancholy,' and Lane's translation of the 'Arabian Nights' were my favorites." Porter attended his aunt's school until fifteen. It was then that he began the business of earning his living by entering the drug store of his uncle, Clark Porter, as clerk. This seems to have been the social center of the male population of the town and many of the characters in the short stories of O. Henry can be traced to the habitués whose acquaintance he made during this period of his life. It was then that he developed his talent as a cartoonist; clever sketches of the people with whom he came in contact and which caused much amusement in the little town. Many of these sketches, which have been preserved, betray talent, if not genius. They so impressed Col. Robert Bingham, a relative by marriage and superintendent of the Bingham School, then located at Mebane, N. C., that he offered to educate the boy free of charge. "He would not accept my offer," writes Colonel Bingham, at a later date, "for lack of means to provide for his uniform and books," a reason that must seem rather incomprehensible. For five years Porter remained behind the counter of his uncle's drug store, dispensing pills and filling prescriptions, an employment which was to the utmost degree irksome to him, not only on account of the uninteresting nature of the occupation, but also because of the limited opportunities which it presented. Ambition within him seemed dead; certainly it lay dormant, unawakened and likely so to remain. His health suffered and during the last year of this period he developed a hacking cough which probably indicated the early stages of consumption, a disease from which several of his family had died. Relief came suddenly and unexpectedly. The three sons of a local practitioner, Dr. James K. Hall, had previously gone to Texas in search of wider opportunity. Lee, the eldest, was even then famous as a Texas ranger, being known along the border as "Red Hall." In March, 1882, Dr. and Mrs. Hall decided to visit their sons in Texas. Young Porter's state of health, for some time, had been worrying Dr. Hall, who had been a sort of a foster father to the boy. "Will," he said, a few days before starting, "I want you to come with us. Ranch life will build you up." And those words awakened that wanderlust, which was so marked a characteristic of O. Henry during his later years, and sent his imagination actively to work. Porter was twenty years of age when he went to Texas and became a part of that Western environment which he has pictured in so many of his stories. Here, on Dick Hall's ranch, he was to remain for two years, at times herding sheep and again mingling with the cowboys as one of them. But he lived with the Halls as a guest, not as an employee. Says Joe Dixon, who had written a book at that time and who was looking for an illustrator (for Porter enjoyed local fame in Texas also as an artist), "I found Porter to be a young, silent fellow, with deep, brooding, blue eyes, cynical for his years, and with a facile pen, later to be turned to word painting instead of picture drawing." Evidently at this time Porter had already made his first attempts at writing, for this same writer remarks: "One night Mrs. Hall said to me, 'Do you know that that quiet boy is a wonderful writer? He slips in here every now and then and reads to me stories as fine as any Rider Haggard ever wrote.' . . . He had no confidence in himself and destroyed his stories as fast as he wrote them." In the early part of 1884 Dick Hall moved to a new ranch in Williamson County, and then Porter decided to give up ranch life and remove to Austin. He was too essentially a social being

to long endure a solitary life, as his existence on the prairie often was. In Austin he obtained a position as bookkeeper with a real estate firm at a salary of $100.00 a month, and held it for two years. Toward the end of that period Dick Hall was elected land commissioner of Texas, with the result that Porter received an appointment as assistant compiling draftsman. He remained in the General Land Office for four years, from 1887 to 1891. It was during this period that he met his first wife, Athol Estes, the seventeen-year-old daughter of Mrs. G. P. Roach, whom he married 5 July, 1887. It marked a turning point in his life, for his wife seems to have inspired him with a new zest in life, to have supplied that incentive to effort which, previously, he had lacked. For now he began to turn toward the road which was to lead to his ultimate great success: to writing. His loss of employment also had something to do with that. In 1891 Dick Hall ran for governor of Texas and was defeated by a slight margin. His term of office as land commissioner expired at this time and Porter resigned his position in the land office. Soon after he entered the First National Bank of Austin as paying and receiving teller, a change which was to bring a deep element of tragedy into his life a few years later. In December, 1894, he resigned this position, shortly after he had begun to edit the "Rolling Stone," a humorous weekly, which brought him more pleasure than remuneration. "It rolled for about a year," he said in later years, "and then showed unmistakable signs of getting mossy. Moss and I never were friends, so I said good-by to it." His contributions to it were humorous sketches and squibs, as yet he had not attempted the short story. In these early attempts is plainly visible the influence of Bill Nye, of whom Porter was a keen admirer. After leaving the bank Porter turned definitely toward writing as a means of livelihood, though only as a free lance contributor to newspapers. Finally he was offered a permanent position on the Houston "Daily Post," one of the most prominent dailies in the Southwest. Some of the paragraphs which he contributed to this paper as a reporter attracted wide attention. "The man, woman, or child," exclaimed an exchange, "who pens 'Postscripts' for the Houston 'Post' is a weird, wild-eyed genius and ought to be captured and put on exhibition." The Bill Nye style of humor was very marked at this time. When Porter left Houston, in the middle of 1896, it was to begin that period of his life which was to bring him such bitterness as comes, fortunately, only to a comparatively few men in a lifetime. Until long after his death the experience which was now to come to him remained an unwritten chapter of his biography; the facts were only made known with the publication of "O. Henry Biography," by C. Alphonso Smith, in 1916, the first really comprehensive biography of the short-story writer which has so far appeared. He had been summoned to Austin to stand trial for alleged embezzlement of funds while acting as paying and receiving teller of the First National Bank of Austin. Putting aside as far as possible the prejudices in his favor of those who have since presented the facts, there seems to be little doubt that here was a case of an innocent man suffering for the guilt of others. So loose was the business management of the bank as to seem incredible, even to those not accustomed to the practices of business. Patrons were allowed, both before and after Porter's incumbency, to go behind the counter and help themselves to the cash, leaving a memorandum behind, or possibly forgetting to do so. "The affairs of the bank," says Hyder E. Rollins, of Austin, "were managed so loosely that Porter's predecessor was driven to retirement, and his successor attempted suicide." Had Porter gone to Austin and stood trial when summoned, there can be little doubt that he would have been acquitted. Nor can there be any doubt that he boarded the train with the intention of going there. But when the train reached Hempstead, about a third of the way, his courage failed him; he did the weak thing; he boarded a train for New Orleans and fled. He could not face the disgrace to his family, to his wife, then dying of consumption. At New Orleans he took the first available steamer to Honduras, arriving at Puerto Cortez. Here he led the life of a fugitive from justice for some months, associating with another refugee who has since become famous, the noted desperado, Al Jennings. Finally he seems to have recovered his mental balance and he returned, arriving in Austin in February, 1897, where he gave himself up to the law. After many postponements Porter's case came up for trial, a year later, and during the intervening period he had been out under heavy bonds. He was found guilty and sentenced to imprisonment in the Ohio Penitentiary at Columbus for five years. As has since developed, one of the indictments charged him with having embezzled a certain sum of money from the bank on a date when he was already living in Houston, but at the time this error seems to have escaped the notice of both sides. "O. Henry was an innocent man," later wrote the foreman of the grand jury which indicted him. There seems to be no doubt that it was his flight, and not the evidence, which decided the jury. Porter spent a little over three years in confinement, his term being shortened by good behavior. Physically he did not suffer during this period, for his knowledge of pharmacy gained him the position of drug clerk of the prison. This not only gave him comparative freedom outside the walls, but also the leisure to write. Possibly it was out of this suffering that his later success was to be born; he was not the first great writer who first realized his talent within prison walls. Here it was that he began to write his short stories, his first works of fiction, under the *nom de plume*, "O. Henry," which has since become known to all classes of people in the whole English-speaking world, and to the people of many foreign nations as well. His letters to his friends and relatives to whom he wrote at this time, limited to very few, show the despair that came over him at times. At first he lived in constant hope of a pardon, but, when this failed him, he threw himself, whole-heartedly, into short-story writing. Some of his most noted stories were written during this period of trial; practically all he wrote was accepted and published by the Eastern magazines. And

even before his term had expired the fame of O. Henry was beginning to spread over the country. Another affliction that struck him at this time was the death of his wife, who had stood loyally by him during all his misfortunes. Some of the most appealing characters in his fiction were taken from those he met in the penitentiary; in this environment was born "The Gentle Grafter" and Jimmy Valentine, the hero of "A Retrieved Reformation." On 24 July, 1901, Porter emerged from prison and immediately went to Pittsburgh, where his little daughter Margaret was living with her grandparents, Mr. and Mrs. Roach. In the spring of the following year he was urged by Gillman Hall, formerly associate editor of "Everybody's Magazine," but at that time associate editor of "Ainslee's," to come to New York. Even while in prison he had received appreciative letters from Mr. Hall through a friend in New Orleans, for the latter naturally was then unaware that the writer of the brilliant stories he was publishing was a convict in an Ohio penitentiary. Now Porter responded and went to New York, thus beginning that stage of his life during which his genius was to flower in its fullest bloom. But by this time he had gained confidence in himself as a writer; this much his suffering was to give him. The eight years which now followed were perhaps the most fruitful to Porter the writer. There are many who judge his stories of New York life the best that he wrote; certainly no writer has ever pictured the life of the great city, "Bagdad-on-the-Subway," as he termed it, so sympathetically. These were his years of observation, when he "bummed" about the streets and night restaurants of the city, drinking in its cosmopolitan life, sometimes alone, sometimes with a congenial companion. Those who knew him during this period picture him as a sophisticated, yet a reserved, almost a timid man, warm-hearted, ever responsive to a story of ha d luck and misfortune. No writer ever wrote so little like Dickens as O. Henry, yet he possessed that same sympathy for the downtrodden classes as did the great English novelist. This quality in him is perhaps best illustrated by what is perhaps his best story, "The Unfinished Story." It is, probably, too early to obtain a true estimate of O. Henry's place in literature; all the reviews of himself as a story writer and his works that have been published since his death, most of them by his personal friends, not excluding even his biography by Professor Smith, are mere eulogies. Yet there can be no doubt that he was the foremost American short-story writer of his time. His is unmistakably the work of true genius, not of mere talent or imagination. But that his work equals the best of Poe or de Maupassant or of Kipling is not quite so sure. Nor was he the finished artist that Bret Harte was. However much his stories may stir the emotions, however deep his flashes of humor may strike, he was not a portrayer of life, though probably nobody had known a more varied life than he, or seen it in such various phases. One critic of note has even remarked that his stories are not stories at all, but anecdotes prolonged, in which there is a certain element of truth. Yet this criticism cannot be reconciled with the fact that one of the chief characteristics of his stories is the strong element of humanity which pervades them. Professor Smith remarks that he has humanized the short story, and this is not far wide of the truth. But apparently he lacked the capacity for the long narrative of sustained interest. The few books he has written, such as "Cabbages and Kings," are merely collections of short stories hung together with obvious effort. This ability might have come to him later, had he lived; he died at an age when most great writers are only beginning to find themselves. Possibly there died with him the long-sought writer of the great American novel, still unwritten, for nobody knew American life better than he. He was essentially an American writer. His writings, as they have appeared in book form, are: "Cabbages and Kings" (1904); "The Four Million" (1906); "The Trimmed Lamp" (1907); "Heart of the West" (1907); "The Voice of the City" (1908); "The Gentle Grafter" (1908); "Roads of Destiny" (1909); "Options" (1909); "Strictly Business" (1910); "Whirligigs" (1910); "Sixes and Sevens" (1911); and "Rolling Stones" (1913), the latter being chiefly a collection of early material gathered by his friend, the late Harry Peyton Steger. On 27 Nov., 1907, Mr. Porter married his second wife, Sallie Coleman, of Asheville, N. C.

HONORE, Henry Hamilton, financier, b. in Louisville, Ky., 19 Feb., 1824; d. in Chicago, Ill., 16 Aug., 1916, son of Francis and Matilda (Lockwood) Honoré. He was of distinguished French ancestry, his grandfather, Jean Antoine Honoré, having come to America from Paris in 1781. His was an old and strongly Catholic family with firmly established convictions and traditions handed down from generation to generation. In accordance with these, being a younger son, his parents destined Jean Antoine for the priesthood and wished him to take the training necessary to prepare for it. Having no inclination for the monastic life he resisted the family plan and thus found himself predisposed to accept with boyish enthusiasm the aspirations toward fuller human liberty and justice at that time being promulgated in France. This sentiment was stimulated in France by the brave struggle being made by the young American colonists to attain the full realization of their high ideals of freedom, both religious and civil, which they had crossed the sea to establish firmly in a new world. The French government was aiding the colonies in their struggle and many influential men, among them Lafayette (who showed life-long zeal and enthusiasm for the American patriots), visited America to put themselves in direct relation with Washington that they might know, understand, and so best assist him. Jean Antoine Honoré, a young personal friend of Lafayette's, was greatly influenced by him, with the result that when he attained his majority and was free to act for himself, he decided to leave behind him family, friends, and the rich and attractive civilization of his native land to cast his lot with the brave and free men of the newly established Republic. He sailed for America and settled in Baltimore. Although his family disapproved and regretted his purpose there was no alienation

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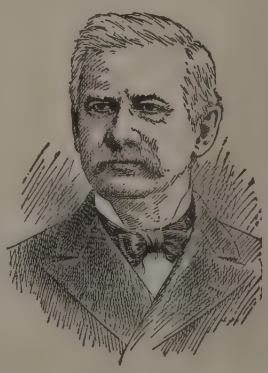
between them, and on the death of his father he went to Paris to receive his patrimony. He was not tempted to remain there, however, but faithful to his convictions returned and threw himself with renewed ardor into the congenial life of his adopted country. He brought from Paris his library, many family portraits, relics and records, furnishings, silver, china, etc. (These were preserved with care by his descendants but were all subsequently swept away in the great Chicago fire of 1871.) He purchased a country estate near Baltimore, on which he built a handsome stone mansion which still exists and is now occupied and in excellent condition. After living in Baltimore some years in active touch with the vital issues of the day, he was stirred as were other residents of the Eastern coast by the enthusiastic reports, coming back from settlers and explorers, describing the wonderful beauty and inexhaustible richness and fertility of the interior country. After making full investigations he decided to remove to the West. He therefore sold his holdings in and near Baltimore and went to Louisville, Ky. Here he again established himself in great comfort in a new city residence erected by himself. He also bought and improved much business property to aid in creating a suitable commercial center for the town. His wide experience, broad and progressive views, varied activities and interests, together with his large capital, made him a prominent and influential citizen. He bought also a large country estate near Bowling Green, which he developed and cultivated. There he spent much time, for though he enjoyed city life and its many duties and activities, yet he loved even more the agricultural and horticultural development of his country home, and the fox hunting, big game shooting, and other sports. One of his notable achievements was his opening up commerce on the Mississippi River, immediately after the Louisiana Purchase, with our new French-speaking citizens. He must have felt an especial interest in establishing communication with the old French town of New Orleans, for he sent to it the first boatload of merchandise that ever passed down the Mississippi. This was on a flatboat and was an experiment, but when it proved successful he built and had operated the first line of steamboats that initiated this valuable interior water traffic, and linked up, through the wilds, two important but widely separated sections of the country. To meet Lafayette on his last visit to this country he returned to Baltimore and took part in the many great public demonstrations and functions given in his honor. Jean Antoine Honoré lived to old age greatly respected and honored by all who knew him and was succeeded by his only son, Francis Honoré, who was born in Baltimore, Md., in 1792, and went to Louisville, Ky., with his parents when fourteen years old. He became one of that city's influential citizens, but preferred to devote himself to the life of a country gentleman, being fond of hunting and always keeping a pack of hounds on his plantation in the vicinity of Louisville. He married Matilda, the beautiful and accomplished daughter of Capt. Benjamin Lockwood of the U. S. army. As a young officer Captain Lockwood had been stationed, with his wife and little family, at the block-house of "Fort Dearborn," then the frontier outpost of civilization in the Northwest, but fortunately he left there before the great Indian massacre. This post was located at a point near what is now the center of the city of Chicago. It was while he was stationed here that his daughter Matilda was born. After the death of Captain Lockwood, his widow, who was of French ancestry, was married to Capt. John Cleves Symmes, also of the American army. In her old age Mrs. Symmes visited her grandson, Henry Hamilton Honoré, in his northside residence in the then large city of Chicago, where after a lapse of nearly fifty years, in the center of a large city, she saw again, still standing in its original position near the mouth of the Chicago River, the old Fort Dearborn block-house in which she had lived for a time in her young days during the excitements and dangers of Indian incursions and warfare but from which her husband had fortunately been transferred to another command prior to the Indian massacre of 1812. The life of one individual thus measured a wonderful span in our civilization. Mrs. John Cleves Symmes was a gifted woman and remained remarkably vivacious to the end of her days. Family traditions recount that at the age of ninety-three she opened a State ball with the commanding officer and was one of the gayest and most animated of a brilliant company. In this maternal branch of the family were many other patriotic army officers in a day when army life was strenuous and demanded much. Henry Hamilton Honoré first attended private schools and divided his boyhood days between extended visits to his grandfather in Louisville and the home life upon his father's plantation. He finished his education at Hanover College. He married soon after reaching his majority and engaged in the wholesale hardware business in Louisville, where he became one of that city's progressive merchants. Tales told by his grandfather, Captain Lockwood, who had been stationed at Fort Dearborn, and by his father, who had passed through Chicago on his way to Galena in 1840, aroused Mr. Honoré's interest and in 1853 he visited Chicago himself. His farseeing mind was able to grasp the opportunities offered by the then undeveloped city and he returned to Louisville so enthusiastic as to the future of Chicago, that his friends were greatly impressed and ultimately many of them either sent funds to Chicago for investment, or followed him after his removal there in 1855. The first investment Mr. Honoré made in Chicago was the purchase on the north side of the city of a residence in the center of a square, comprising an entire block on North Clark Street, between Erie and Ontario Streets, then a favorite residence locality. Near by were the equally extensive grounds of William B. Ogden, Mrs. E. B. McCagg, Isaac N. Arnold, E. H. Sheldon, and many other prominent citizens. Later becoming largely interested in property on the West Side, he built for his family a spacious residence in the center of a whole square fronting on Reuben Street, between Jackson

and Van Buren Streets. Reuben Street he caused to be widened and renamed Ashland Avenue. In this vicinity he developed many subdivisions, notably Ashland I and Ashland II Additions to Chicago. Honoré Street was named for him. After a few years' residence on the West Side, having disposed of most of his holdings in that section, Mr. Honoré bought a residence at the northwest corner of Michigan Avenue and Adams Street. The present business section of the city appealed to Mr. Honoré's shrewd foresight. He felt that Dearborn Street, which then ran south only as far as Madison Street, should be cut through and extended as it is today. He bought property on the line of this extension and had the street opened through. He then built up with large and handsome buildings the entire block on the west side of Dearborn Street, from Monroe to Adams Streets. He had previously erected a bank building further north on Dearborn. His prediction that this was to become one of the leading office streets of the city was amply verified. His Dearborn Street buildings, together with others which he had acquired on State Street and Fifth Avenue, as well as his handsome residence on the corner of Michigan Avenue and Adams Street, were all destroyed in the great fire of 1871. Through the failure of most of the insurance companies involved, his insurance realized almost nothing, but with remarkable courage and unflagging energy he reconstructed his various buildings, and his cheerfulness and optimism encouraged many others, who feared Chicago was destroyed forever, to follow his example and rebuild. He had, however, bought very heavily of property in the vicinity of the South Parks. The shrinkage in values of this property, owing to the panic of 1873, coming on top of the great losses he had sustained by the fire, swept away the greater part of his fortune, but his spirit was undaunted, and with the energy which ever characterized his actions, he turned again to the reparation of his fortune, for he believed in Chicago, and he believed in himself. He was always a large operator and a leader among men. The magnificent system of parks and boulevards encircling Chicago, known collectively as the North, South, and West Park systems, are very largely the result of Mr. Honoré's good taste, foresight, and public spirit. He was a most potent influence in the committee sent to Springfield to secure the legislation necessary for this wonderful addition to Chicago's beauty and healthfulness. At a banquet held about the time of the opening of the Columbian Exposition, D. H. Burnham, the architect, said of Mr. Honoré: "Too much cannot be said of what he has contributed to Chicago's growth. Wherever his hand appeared there has been big, broad development. He has ever looked into the future, planned for the future, acted for the future. He is a grand, good man. Chicago owes him a monument." Of Henry Hamilton Honoré it is difficult to speak too highly, for he appears to have had every desirable attribute of a man and a citizen of absolutely upright character, and aside from what he accomplished in a public way, he was honored and loved, not only in his family but by a large circle of warm, personal friends. Mr. Honoré married, in 1846, Eliza, daughter of Capt. John Carr, of Oldham County, Ky., and they had six children, namely: Adrian C., Bertha, Harry H., Jr., Ida M., Nathaniel K., and Lockwood. His eldest daughter, Bertha, is the widow of the late Potter Palmer, while his youngest daughter, Ida, is the widow of the late Maj.-Gen. Frederick Dent Grant, a son of Gen. U. S. Grant, and for four years U. S. Minister to the Court of Austria-Hungary. Mr. Honoré's grandchildren are Maj. Ulysses S. Grant (3rd) and Princess Cantacuzene, of Petrograd, and Honoré and Potter Palmer, Jr., of Chicago, and Bertha Honoré, a daughter of Judge Lockwood Honoré. He had eleven great-grandchildren, three children of Major Grant, three children of Princess Cantacuzene, two children of Honoré Palmer, and three children of Potter Palmer, Jr. During the years from 1855 until his death, Mr. Honoré made his home in Chicago. He saw so many changes take place in that city that a record of them would read like a fairy tale to one not conversant with the facts. Mr. Honoré passed away peacefully and serenely in his ninety-third year, his faculties and mind unimpaired to the end, his joy of life unabated, leaving the highest reputation for unblemished personal character. Forceful evidences of his foresight and efficiency are written large in many parts of the city he so greatly loved.

BURCHARD, Henry McNeil, lawyer, b. in Oneida County, N. Y., 18 Nov., 1825; d. in Marshall, Minn., 18 July, 1898. He was a son of the Rev. Ely Burchard, a graduate of Yale University and a Presbyterian divine of considerable note in his day. His line is a distinguished one. The founders of the family in America arrived in the earliest Colonial days, were located in Massachusetts, Rhode Island at various periods, and at one time owned Martha's Vineyard. Three of Mr. Burchard's ancestors served in the Revolutionary War. His grandfather, a major-general, was in charge of the New York militia, being commander-in-chief of the force during several of the Indian wars; was Indian commissioner for the State of New York, and negotiated a number of the Indian treaties, and also served as State senator in New York for several terms. H. M. Burchard was graduated from Hamilton College, at Clinton, N. Y., and three years later from the Harvard Law School. He was admitted to the bar in the State of New York in 1850 and practiced law at Clinton and Utica for a number of years. He served eight years as judge of the Surrogate Court, Oneida County, at Utica, and



H M Burchard

during that time also owned and conducted a private bank at Clinton. He took an active part in the politics of the State and was closely identified with all the leaders of the party. On the outbreak of the Civil War he was aide-de-camp on the staff of Governor Morgan, holding the rank of colonel. As a descendant of a long line of patriotic ancestors, who served their country during the Revolutionary War and the Indian wars, he was proud to be commissioned by his governor to raise a regiment for the Union army, and was one of the first to receive the commission of colonel from the State of New York. Before he could fulfill his desire to participate in the war, his health failed, and for a long time it was thought that he would never renew his former vigor. He was compelled to retire from the practice of law and other active business, and especially was unable to accept this commission. His health not improving, and his wife's health being in a precarious condition, he came West in search of health and located at Winona, Minn., where his brother-in-law, Judge Waterman, had already established himself. On the improvement of his health he became interested in political matters in Winona County, and in 1870 was elected to represent the county in the State legislature. At the time of the Greeley campaign he severed his connections with the Republican party and was elected chairman of the Democratic State Convention. In that year, also, he was elected to the legislature from Winona County, and was the Democratic candidate for speaker. Soon after his arrival in Winona, he became associated with the Chicago and Northwestern Railway Company, and in 1875 was appointed general land agent of the Winona and St. Peter Railroad Land Department, having charge of all of the land grants and the town sites between Sleepy Eye and Fort Pierre, on the Dakota Central, and Tracy and Redfield on the Northwestern system. He continued to reside in Winona until 1885, when the headquarters of the railroad land department were, at his request, removed to Marshall; the idea being to have the office located near the scene of operations, Marshall then being the largest town on the railroad grant. Mr. Burchard resided in Marshall until his death. He was buried in the family burial ground at Clinton, Oneida County, New York. In addition to the terms he spent in the State legislature, he was an active participant in the Democratic politics of the State, and campaigned for years in behalf of the party. While connected with the Northwestern road he became identified with the agricultural development of Minnesota. He was president of the Northwestern Dairymen's Association, and of other farmers' organizations, and spent considerable time delivering lectures throughout the Northwest on the advantage of stock-raising and dairying, in connection with the ordinary farming pursuits. He was a member of the Sons of the American Revolution, and was actively interested in that organization. On 18 Nov., 1850, he married Eliza H. Clark. Three children survived him: James C. Burchard, of Marshall, Minn., who succeeded him as general land agent of the Winona and St. Peter Railroad; Mrs. Elizabeth B. Woodbury, now residing in Chicago, and John E. Burchard, who resides in St. Paul. Minn.

CHESTER, John Needels, civil engineer, b. in Groveport, Ohio, 24 Sept., 1864, son of Hubert and Melvina Sophia Needels. His father (1840-96), a pioneer of Central Illinois, was one of the successful farmers in that region. His earliest American ancestor, Samuel Chester, came from Blaby, England, and settled in Boston, Mass., prior to 1663. John N. Chester was educated in the country school in Tolono Township, Ill., and at the Champaign high school, where he completed the course in 1884. After spending the following summer on the farm, he taught in country schools in Champaign County, Ill., during the winter months.

In the spring of 1886 he entered the employ of D. H. Lloyde and Son, book dealers, as a salesman. The desire to pursue his college studies overcame him after one year, but he continued in the employ of this firm, selling books, principally to students during the winter, and pianos, organs, and sewing-machines, to farmers, during the summer, so as to make sufficient money to pay his way through college. At the age of twenty-three years he entered the University of Illinois, in the college of civil engineering, and was graduated B.S., in 1891. His alma mater, in 1909, conferred on him the honorary degree of C.E. and, in 1900, that of M.E. In his profession as a civil engineer, his first employment was in the capacity of contracting agent for the Boughen Engineering Company of Cincinnati. The general business depression, which prevailed in the fall of 1891, made it necessary for him to accept a position as superintendent of construction for the National Water Supply Company, engaged in putting in underground water supplies for Sioux City, Ia., and Fort Crook, Neb. Here he remained until June, 1891, when he became assistant engineer for the American Debenture Company of Chicago, which position he held two years. During that time he was engaged in building a large reservoir and a natural sand filter for Mount Vernon, N. Y., and in the maintenance of the water supply for Astabula, Ohio. He also made plans for the betterment of the water supply for Eufala, Ala. In July, 1894, Mr. Chester was chosen chief engineer of the American Debenture Company, but soon after resigned to enter the employ of Henry R. Worthington of New York, a corporation at that time engaged in the manufacture of pumping machinery. He was given the title of division sales manager and assigned the territory of Indiana and Kentucky, in which he worked for two years; being then promoted to a more fertile field, with headquarters at

Pittsburgh. After two years in this position he was called to the general office in New York and given the position of contracting agent for the heavy machinery, consisting principally of water-works engines for large cities, mills, etc. This position he held for one year, during which time he traveled in every State in the Union and most of the provinces of Canada. In May, 1899, he was offered a position with the American Water Works and Guarantee Company, a company serving and operating forty-two water works located in eighteen States of the Union, as chief engineer, beginning work on 1 June. While in this position he was in charge of the construction work and the operation of machinery; his duties included the design and construction of filter plants for the water supply systems of Birmingham, Ala., Connellsville and New Castle, Pa., East St. Louis, Ill., Huntington, W. Va., Joplin, Miss., Mount Vernon and Muncie, Ind., Meridian, Miss., and Shreveport, La.; also of the betterment of the water supply for Clinton and Keokuk, Ia., Granite City, Ill., Kearney, Neb., Kokomo, Ind., Sioux Falls, S. D., Wichita, Kan. In addition to this he made examinations of and reports on a large number of water-works properties, with the view of their purchase; besides superintending the installation of over thirty-five pumping engines, together with the rebuilding and repair of plants, the construction of many reservoirs and settling basins, and the laying of hundreds of miles of water mains. He served in this capacity until 1906, when he resigned to become sales manager of the Epping-Carpenter Company, manufacturers of pumping machinery, at Pittsburgh, Pa. Mr. Chester extended the field for the disposal of the company's product, from a radius of about ninety miles around Pittsburgh, to the entire country, and when he resigned his position, five years later, more than 75 per cent. of the company's customers were located outside of the Pittsburgh district. On 1 Jan., 1911, Mr. Chester formed a partnership with Thomas Fleming, Jr., for the practice of engineering in Pittsburgh, Pa., and in the succeeding years they established a large and lucrative business; specializing in water works, water purification, sewerage, and sewage disposal. Among the principal works completed under the direction of Mr. Chester in recent years was the rebuilding of the Erie, Pa., the Alliance, Ohio, and the East Liverpool, Ohio, water-works systems, together with more than 100 other commissions. Mr. Chester is president of the Upper Sandusky Water Works Company; vice-president of the Capital City Water Company of Jefferson City, Mo.; and is also financially interested in and president of the Edgeworth (Pa.) Water Company. He holds membership in many professional societies and social bodies, among them the American Society of Civil Engineers, American Society of Mechanical Engineers, American Water Works Association, Engineers Society of Western Pennsylvania, American Public Health Association, Historical Society of Western Pennsylvania, and the Duquesne and University Clubs of Pittsburgh, Pa. He is unmarried.

SAHLER, Daniel Du Bois, clergyman, b. in Kingston, N. Y., 7 July, 1829; d. in New York City, 11 Nov., 1882, son of Abraham Du Bois (1795-1839) and Eliza (Hasbrouck) Sahler, of Kingston, N. Y. His earliest paternal American ancestor was Louis Du Bois (1626-96), who emigrated to this country from Wieres, near Lisle, French Flanders, 1661, settling in Kingston, N. Y. He was one of the twelve patentees of the new Paltz Patent, and as a Huguenot sought an asylum in the new world where he could worship according to the dictates of his conscience. Louis Du Bois was for many years overseer and justice in the community. He fought against the Indians in the second Esopus War. On the maternal side, Mr. Sahler was a descendant of Abraham Hasbrouck, who served as representative in the Colonial Assembly from 1689 to 1699 and in 1700-01; as road commissioner in 1703; as captain and major of militia, and as justice in Ulster County, N. Y. In early childhood Mr. Sahler became deeply interested in religious work, and after his graduation with honors at Princeton College, in 1853, entered the Princeton Theological Seminary. His first pastoral charge was in the Presbyterian Church of Red Bank, N. J. Later he responded to a call to a Congregational Church, at Sheffield, Mass. His success with the Sunday schools connected with his churches led to frequent requests to address assemblies on the subject of temperance, and he displayed courage and self-sacrifice in his work for that cause. A few years later Mr. Sahler removed to Carmel, N. Y., as pastor of the Gilead Presbyterian Church, and there continued to the time of his death. He was regarded even in the early period of his ministry as one of the ablest preachers of the Presbyterian Church in this section of the country. His discourses showed a breadth of vision, a sweep of imagination, and a spiritual fervor that inspired all who heard him to nobler living. A man of broad culture and cheerful disposition, he exerted his good influence in every movement for the benefit of the community. He was greatly interested in the intellectual development of the young people of his parish. Always liberal in his views, his wartime sermons showed a magnanimity of spirit quite unusual in the North. The new church at Carmel, N. Y., contains a memorial window given in his memory by his old parishioners. In 1863 he married at Orange, N. J., Adeliza F., daughter of Benjamin Wheeler Merriam, of New York City. They had three daughters: Mrs. Arthur H. Dakin, Mrs. Alfred B. Merriam, and Miss Helen G. Sahler, a sculptor, whose works have been shown in all the leading exhibitions; notably of the Academy of Design, the Sculpture Society, and the Panama-Pacific Exposition.

D. D. Sahler

John M. Taylor

TAYLOR, John Metcalf, insurance president, b. at Cortland, Cortland County, N. Y., 18 Feb., 1845, son of Charles Culver and Maria Jane (Gifford) Taylor. He traces his lineage to Stephen Goodyear, who came to this country from London, England, in 1638; became one of the founders of New Haven, Conn., and was a magistrate, commissioner for the United Colonies, and deputy governor of New Haven Colony. By the paternal line, another ancestor, John Taylor of England, was one of the early settlers of Hartford, Conn., and of Hadley, Mass. His father, a farmer and a man of strong individuality, was prominent in the public affairs of his community; was trustee of the Cortland Academy, treasurer and trustee of the State Normal School, president of the board of village trustees, and other offices which he filled with distinction. Mr. Taylor's early years were spent on the farm, which gave him sound, healthy physical development, and was in itself an excellent school of discipline, observation, and useful experience. The long winter evenings were spent in reading the Bible, history, and biography; and he had the extraordinary advantage, in the formative period of his life, of attending courses of lectures by the most brilliant men and women in American history, such as Henry Ward Beecher, George William Curtis, Thomas Starr King, Wendell Phillips, Samuel J. May, E. H. Chapin, Lydia Maria Child, Ralph Waldo Emerson, and other gifted lecturers and authors of that period. His scholastic career began in the common and academic schools of his neighborhood. Later he entered Williamsburg College, where he was graduated A.B. in 1867. At college he studied with particular zeal the Greek, Latin, and English classics, which gave him a most admirable style of expression, both spoken and written. Of all professions that of the law was the most attractive to him and he devoted several years to its study. In 1870 he was admitted to the bar, and began practice in Pittsfield, Mass. He early conceived particular interest in the branches of law relating to and connected with insurance, and determined to make an exhaustive study of insurance law. His diligence in following court decisions and current legislation, his mastery of principles and details, and his splendid memory soon made him well known in the legal profession and an acknowledged authority on insurance law. In 1872 he entered actively into the field of insurance, becoming identified with the Connecticut Mutual Life Insurance Company of Hartford, Conn., as assistant secretary; in 1878 he became secretary; in 1884 vice-president, and in 1905, upon the death of Colonel Greene, became president of the company. He holds among other offices that of trustee of the Connecticut Trust and Safe Deposit Company; director of the Phœnix National Bank; director of the New York Dock Company; vice-president and president of the Loomis Institute; and trustee and secretary of the Bishop's Fund of the diocese of Connecticut. Since Mr. Taylor had always a strong literary bent and wrote with admirable style and diction, it is natural that out of his comprehensive reading of early colonial history and the era of the Civil War should have developed several books that have been placed among the standard authorities. Among these are "Roger Ludlow, the Colonial Law-maker" (1900); "Maximilian and Carlotta, a Story of Imperialism" (1894); and "The Witchcraft Delusion in Colonial Connecticut" (1908). Mr. Taylor is a member of the American Historical Association; the Connecticut Historical Society, the Connecticut Civil Service Reform Association, the Society of Colonial Wars, and the Berkshire Commandery of Knights Templars. He is an active member of the Hartford Golf Club, has been its president, and is now a director. He is a Republican in politics, and has been a member of Christ Church (Protestant Episcopal) in Hartford for many years, often serving as vestryman and as a member of various committees. His life-guiding principles may be summed up in the following precepts: "An abiding religious belief and faith; a clear conscience; honor in all things; charity towards all men; right living in the sight of God and man; loyalty to one's country; knowledge of its origin and development, its theories and principles, and the sacrifices that have been made for them, should be the chief factors in the growth of young people." Toward the young he has always been kindly, sympathetic, and helpful. Among other things of value to the young man making a start in life, he has frequently repeated as one of his most characteristic bits of philosophy: "Successful men have no failures to explain. Unsuccessful men do not always attribute their failures to recognized causes. In one sense all men have succeeded, and in another all have failed to do what they hoped to do in life; and I cannot see how a study of failures can be helpful to young people. A book might be written on the broad question of what will contribute most to the strengthening of ideals that are sound and will most help young people to obtain true success." Mr. Taylor married 4 Oct., 1871, Edith Emerson, of Pittsfield, Mass. They have one son, Emerson Gifford Taylor, who has inherited his father's literary and scholarly tastes, and is a member of the faculty of Yale University.

DE FOREST, Lee, inventor, b. at Council Bluffs, Ia., 26 Aug., 1873, son of Rev. Henry Swift and Anna Margaret (Robbins) De Forest. His father, a Congregational clergyman, was then located in a pastorate at Council Bluffs, but, in 1879, he removed to Talladega, Ala., where he served as president of Talladega College until 1896. Mr. De Forest's mother was a daughter of Rev. A. B. Robbins, one of the original "Iowa band" of ministers who settled in Iowa territory. He received his early education at Talladega, and prepared for college at Mt. Hermon School, Massachusetts. In 1893 he entered Sheffield Scientific School, Yale University, being graduated in 1896 in mechanical engineering. In college he was an editor of the "Yale Scientific Monthly." He then took three years of post-graduate work at Yale in physics and mathematics, receiving the degree of doctor of philosophy in 1899. His thesis work was on the subject of "Reflection of Hertzian Waves Along Parallel Wires," which exhibited the early foundation laid for his work in wireless telegraphy and telephony. In 1898 he enlisted in the original "Yale Battery," and served with it throughout the Spanish War, but the organization saw no foreign service.

On leaving the university he went to Chicago and secured a position in the Telephone Experimental Laboratory of the Western Electric Company, where he had opportunity to experiment at night upon a new wireless telegraph receiver which he was engaged in perfecting. In 1900 he left that company, and devoted his entire time to developing at Armour Institute the rudiments of what later became the De Forest wireless telegraph system. In New York in 1901 this work was amplified, his first commercial undertaking being to report the International Yacht Races of that summer. In 1902 the American De Forest Wireless Telegraph Company was organized. During this early period (1900-02) Mr. De Forest was first in America to use a self-restoring wireless detector, in place of the Marconi coherer; the telephone receiver, in place of the relay and Morse inker; and the alternating current generator and transformer, in place of the induction coil and interrupter. These radical improvements have since been embodied in every system of wireless telegraph here and abroad, and to them chiefly was due the rapid strides of the new art in the first decade of the new century. The great advantages of the new system were first demonstrated abroad in 1903 in the now historic tests for the British Post Office between Holyhead and Howth, across the Irish Sea. In 1904 the De Forest system achieved world recognition through the spectacular success of the London "Times" war correspondent, Capt. Lionel James, in reporting the naval maneuvers around Port Arthur in the Russian-Japanese War. In the summer of that year the first commercial overland wireless service was opened, between the St. Louis Exposition and Chicago. As the result of this progress the United States navy in 1905 authorized Mr. De Forest to construct for it its first high-powered wireless stations at Colon, Guantanamo, Porto Rico, Key West, and Pensacola. In 1906 Mr. De Forest made public what has since proven his greatest invention and one which has since made possible transcontinental telephony, by wire as well as wireless. This was the audion, or thermionic detector and relay of minute electric currents. He first applied it as the detector for use in the successful radio telephone system, to which he devoted all of his efforts from 1906 to 1909. In 1908 all of the battleship fleet of Admiral Evans was equipped with the De Forest radio telephone, and the success attained at that time was largely due to the efficiency of the audion detector. In 1908 warships of the British and Italian navies were also equipped with the De Forest telephone. But difficulties inherent to the arc type of transmitter which was then employed led De Forest to abandon this type, and from 1909 to 1911 most of his efforts were devoted to development of the "quenched spark" type of wireless telegraph transmitter, the germ of which he brought here from Germany. Here again the success achieved by his new company, the Radio Telephone Company, resulted in the imitation and adoption of the quench-spark transmitter by all other American wireless companies. The American De Forest Wireless Telegraph Company had in 1907 become the United Wireless Company which was, in turn, bought up by the Marconi Company. Due largely to such issues the Radio Telephone Company was forced to suspend, and in 1911 Dr. De Forest became chief research engineer for the Federal Telegraph Company in San Francisco. There he developed the first practical automatic high-speed transmitting and recording system for wireless telegraphing—using the Poulsen arc transmitter, and the telegraphone and audion amplifier as recorder. Also the "diplex" method of sending two messages simultaneously. This company now uses the De Forest method of duplex sending and receiving, where the transmitter and receiver stations are separated by several miles, and connected by a telegraph wire—since adopted by the United States navy and the Marconi Company. In 1912 Dr. De Forest exhibited his audion relay or telephone repeater to the engineers of the American Telegraph and Telephone Company, which one year later purchased the exclusive wire telephone rights under twelve audion patents. As a result of this that company was enabled, early in 1915, to open up the transcontinental telephone service between New York and San Francisco. In 1913 Dr. De Forest returned to New York, reorganized and established the De Forest Radio Telephone and Telegraph Company. The audion amplifier, the ultraudion detector, the oscillion, or oscillating audion, as generator of alternating currents of any frequency, were rapidly perfected and marketed. In 1915 the American Telegraph and Telephone Company, using the oscillating audion and amplifier in large sizes and quantities, succeeded in telephoning without wires from the United States Navy Station at Arlington to Honolulu. The De Forest inventions were used throughout this work—as transmitter, detector, and amplifier at the receiver. The latest work of Dr. De Forest is the oscillion radio telephone system, which transmits speech and music with greater clearness than is possible over a wire. This transmitter is a large incandescent lamp, and as simple and reliable as the latter. It at last makes possible a small practical wireless telephone which can be quickly installed on shipboard, in isolated points, and a thousand places where wires are impractical and where the cost of a Morse operator is prohibitive. For such purposes and the broadcast distribution of music, amusement, and news, the radio telephone bids fair shortly to fill a field of even greater utility than the wireless telegraph. Dr. De Forest has taken out over one hundred patents in the United States and foreign countries, all on radio inventions, many of them being pioneer and basic in scope. He now resides at Spuyten Duyvil, New York City, and spends his entire time in his laboratory at Highbridge, New York City. The oscillion telegraph and telephone for aeroplanes and portable military sets are among his latest creations. The European War has established a demand for these abroad, as well as in this country.

CHISHOLM, Hugh J., manufacturer and financier, b. at Niagara Falls, Canada, 2 May, 1847; d. in New York, 8 July, 1912, son of Alexander and Mary Margaret (Phelan) Chisholm, of Scotch ancestry. His father, an author and writer, born near Inverness, Scot-

land, came to America in 1829, and died in 1859. He attended the local schools until the age of twelve years, when the death of his father compelled him to engage in some occupation that should contribute to his own support. He became early accustomed to business life, beginning his career as trainboy, selling candies, newspapers, and similar articles on passenger trains. His earnings were not spent in the idle fashion of most youths of his age, and at the age of sixteen years he had saved sufficient to purchase from his employer the entire business, and he at once established a railway news business which he added to and increased. He formed a partnership with his brother, and within four years they had practical control of the vending privileges on trains from Halifax to Chicago, and on steamboat lines in New York, New England, and Canada. During his residence at Toronto, Canada, he pursued a course in the Toronto Business College. At the close of the Civil War, he sold his business in Canada to his brothers and in 1872 bought out their interests in the New England States, settling in Portland, Me., which thereafter became his permanent residence. In 1876 he established a publishing-house in Portland, Me., and it was through his connection with the publishing-business that he became interested in the wood-pulp industry. The manufacture of pulp, as well as the publishing-business, naturally made him interested in the making of paper, and in 1887 he organized the Otis Falls Paper Company, which began the manufacture of paper at Livermore Falls. In time this became one of the constituent plants of the International Paper Company, in whose organization Mr. Chisholm participated in 1898, and of which he was president for nearly ten years from its organization. Subsequently he organized the Oxford Paper Company, whose plant is located at Rumford Falls, Me., and built up an extensive and profitable trade. The enterprise in which he took the most pride, and justly so, was the building up of the Rumford Falls Power Company, and the development of the city of Rumford Falls. With his usual foresight, he early recognized the great possibilities in the development of the water power at Rumford Falls, and he began acquiring property for this purpose as early as 1883. Seven years later he organized the Rumford Falls Power Company for the purpose of developing the great water existing in the Androscoggin River at that point. At this time he had acquired the entire territory occupied by the power company, and he at once laid plans for a city, which would necessarily grow up around the manufacturing industries there located. Realizing that a contented and comfortable population was necessary to the upbuilding and maintenance of an ideal city, he set aside a portion of the town for the construction of model homes, where people of small means might enjoy some of the comforts of life. This portion of the town he had laid out in oval form, with broad streets, having parks in their center. Along these streets were erected substantial brick cottages, whose rental would come within the means of the families for whom they were intended, and this has become one of the distinctive features of the town, known as Strathglass Park. Through Mr. Chisholm's efforts and influence, various manufacturing industries and other business enterprises were located at Rumford Falls, and here was built up a city which is at once the pride of its citizens and of the State. One of the necessary elements in prompting this happiness and prosperity was the development of transportation facilities. Mr. Chisholm purchased a defunct railroad property, which extended over a part of the route now occupied by the line from Rumford Falls to a connection of the Main Central Railroad. This was extended and developed until it became one of the most prosperous railroads in the State, and was ultimately leased to the Maine Central Railroad System, of which Mr. Chisholm was a director. Mr. Chisholm was president and director of the Oxford Paper Company, the Rumford Falls Power Company, the Rumford Lumber Company, Montmorency Lumber Company, the Rumford Falls Realty Company, the Rumford Falls and Rangley Falls Railway, and the Portland and Rumford Falls Railway; director Maine Central Railroad, Rumford Falls Light and Water Company, Rumford National Bank. As another means of promoting the welfare and comfort of Rumford Falls, he started the movement for the establishment of a Mechanics' Institute, along plans which would attract every class of citizens in the manufacturing community, and would not inconvenience the humblest of its members. Although the most charitable of men, Mr. Chisholm fully realized the truth, that the best means of aiding people is to teach them how to help themselves, and thus avoid any feeling of condition of dependence. Therefore he arranged the construction and equipment of this clubhouse by the citizens themselves, to which he contributed his share. He was determined that the institution should enjoy all the comforts, conveniences, and even luxuries which could be maintained by people of moderate means, embodying the characteristics of the best social clubs and also educational features along scientific and industrial lines. This was regarded as one of the most important achievements of his life, and his pride was fully justified by the success of the institution, which had involved on his part much thought and labor. It is not strange, therefore, that he enjoyed, in the highest degree, the confidence and respect and good will of all who were so fortunate as to be brought into contact with him. Concerning Mr. Chisholm's characteristics, Frederick M. Dow, president of the Casco National Bank of Portland, Me., said: "In his early days he was industrious, energetic, and strictly attentive to business, and in these particulars giving promise of progress, but few of us who knew him then could have anticipated for him the successful and useful life he led. . . . His career was remarkable then in this country of great successes. Few men of his age, and at that time limited means, would have the foresight, the ability, and courage to penetrate a wilderness and arrest a mighty river, as he did the Androscoggin in its unshackled, useless flow toward the sea, and compel it to render service and create wealth for man. . . . Aside from his greatness as a business man, that trait of his character which perhaps impressed one as

much as any was his high appreciation of assistance rendered, however slight, and his intense loyalty to his friends. . . . Mr. Chisholm, his life and services may well be cited far and wide as an exemplar for young men everywhere." Notwithstanding his many business activities, he served for many years as trustee of the New York Zoological Society, and held membership in the New York, New York Yacht, Metropolitan, City, Mid-day Clubs, and the Bramhall League of Portland, Me. For many years the business headquarters of Mr. Chisholm's industries were located in New York City, and he maintained a residence on Fifth Avenue, New York, and here his most valuable life came to an end on 8 July, 1912, in his sixty-fifth year. On 5 Sept., 1872, he married Henrietta, daughter of Dr. Edward Mason, of Portland, Me., and they had one son, Hugh J. Chisholm, Jr.

PARRISH, George Randall, author and lecturer, b. in Kewanee, Ill., 10 June, 1858, son of Rufus Parker (1816-1903), and Frances Adeline (Hollis) Parrish (1816-1911). On the paternal side he is a descendant of John Parrish, a native of Nottinghamshire, England, who, in 1632, settled at Groton, Mass., and served through King Philip's War, in which his son, Samuel, was killed by the Indians. Others of his direct ancestry served with distinction in the French and Indian War, and in the Revolution. On the maternal side he is a direct descendant of Elder William Brewster, the "Mayflower" Pilgrim. His father (1816-1911), a resident of Boston, before removing to Illinois in 1855, was in anti-slavery days an active co-worker with William Lloyd Garrison, and Wendell Phillips, and assisted in the liberation of the negro Latimer. He was a personal friend of Henry Wadsworth Longfellow, and Oliver Wendell Holmes, became prominent in underground railroad operations for assisting runaway slaves to Canada, and was among the founders of the first Y. M. C. A. in America. George R. Parrish received his education in the Kewanee public schools, completing the course in the high school in its second class (1875), afterward attending Lake Forest Academy, Griswold College, Davenport, Ia., the Iowa State University, and Union College of Law, Chicago. Following his graduation he removed to Wichita, Kan., first entering the law office of William C. Little, but later forming a partnership with a lawyer named Martin. A lucrative practice followed, but the desire for a more active life soon led Mr. Parrish to abandon his professional work. The next year or two were passed prospecting and mining in New Mexico, Arizona, and Sonora, Mexico. Meeting with no brilliant success in this field he finally entered newspaper work in Denver, and later served in various capacities on daily papers in Omaha, Sioux City, and Chicago, also managing a weekly paper at Grafton, Neb. At the time of the publication of his first novel, "When Wilderness was King," he was engaged in special commercial journalism in Chicago. Since this date (1903) Mr. Parrish has made his home in Kewanee, Ill., devoting his entire time to literary work, having since then published eighteen books of fiction, and two of history. The sales of these have largely exceeded 1,000,000 copies. He has also become popular as a lecturer on topics relating to history and good government. The editor of the Kewanee "Star-Courier," writes of Mr. Parrish: "The stirring stories that come from his pen are not more interesting than the work of their author to bring to pass in his own environment the things which will make for better conditions. Obstacles are encountered only to be surmounted; perseverance is accompanied by tact, and behold the thing is done. He is always a leader in thought and deed. But Randall Parrish's efforts outside his comfortable studio, whence come the tales that have made his name famous, are not confined merely to his own home city, close as is that city to his affections. A patriotism that had its genesis in Revolutionary sires manifests itself in many different ways in his life. A popular public speaker, his voice constantly carries a message to keep alive those national traits that have exalted America. Ingrained deeply in all his life is the love of the land for which his fathers have fought in war and peace. Randall Parrish is a cheerful, friendly, companionable man, interested in the problems of life, willing to go far to aid the unfortunate, and broad in all his sympathies." The breadth of Mr. Parrish's activities is evidenced by the positions he has held. Among these may be mentioned vice-president and director of the Civic Club of Kewanee; vice-president of the Welfare Council; president of the Kewanee League Ball Club; past president of the Alumni Association of the State University of Iowa; national councilor of United States Chamber of Commerce; past exalted ruler and district deputy grand exalted ruler of the B. P. O. Elks; and director of the Society of Midland Authors, Chicago. He also holds membership in the White Paper and University Clubs of Chicago; the Kewanee Club; The Mississippi Valley Historical Society; the Luther Burbank Society and the Authors' League of New York. Besides these he is identified with a number of patriotic organizations, including the Society of Colonial Wars, Sons of the American Revolution, and the Society of the Descendants of the Mayflower. Mr. Parrish has been twice married: first to Mary A. Hammon, of Howells, Neb.; second, in 1902, to Rose Tynell, of Kewanee, Ill. Of the first marriage two sons, Robert and Philip, survive.

DICKINSON, Don (Donald) McDonald, lawyer, ex-postmaster-general, b. Ontario, N. Y., 17 Jan., 1846, son of Col. Asa C. and Minerva (Holmes) Dickinson. He is a direct descendant of John Dickinson, who lived in Leeds, England, in 1525, but it was not till some generations later that the first member of the family in this country emigrated, settling in Massachusetts. Among his posterity was John Dickinson, a member of the Continental

Congress of 1774, president of the executive council, and one of the founders of Dickinson College, in Carlisle, Pa. Another early member of the family was Jonathan Dickinson, chief justice of the Province of Pennsylvania, in 1719. The father, Col. Asa Dickinson, was a civil engineer who at first lived in Stonington, Conn., then spent some years exploring the shores of Lakes Erie, Huron, and Michigan in a birch canoe. In 1848 he removed to Michigan, where he settled in St. Clair County. Mr. Dickinson's mother was the daughter of the Rev. Jesseriah Holmes, of Pomfret, Conn. Don M. Dickinson began his education in the public schools of Detroit, but this course was supplemented by studies under private tutors. Before reaching his majority he had graduated from the law department of the University of Michigan. He now applied himself to a special study of the management of cases and the practical application of the philosophy and logic of law. In 1867 he began a private practice and already in the first year was connected with all the leading cases under the bankruptcy act. From 1875 to 1880 he was associated with Levi T. Griffin, forming the firm of Griffin and Dickinson; from 1880 to 1883 the firm was known as Griffin, Dickinson, Thurber and Hasmer. It was not long before Mr. Dickinson had built up a reputation in the Middle West as one of its leading lawyers and had developed one of the most lucrative practices, extending as far as New York and Washington. As typical of the many important cases with which he was connected may be mentioned the great telephone case, in which Mr. Dickinson and Senator Edmunds together acted as counsel for Drewbaugh, in 1887. But already before this time Mr. Dickinson had become interested in politics and was widely known as a leader of the Michigan Democracy. As early as 1872 he had been chairman of the Democratic State Central Committee of Michigan. The action of the party, however, in voting against Horace Greeley, of whom he was an ardent admirer, caused him to announce his withdrawal from the ranks of the party. In 1876 S. J. Tilden had an interview with him, the result of which was that he resumed the management of the party in the State and maintained an intimate, personal friendship with Mr. Tilden till the latter's death. In 1880 he became a member of the Democratic National Committee, after which his political activities began to assume a national aspect. In 1884 he was appointed a member of a committee which was to visit Grover Cleveland at Buffalo, for the purpose of holding a conference with him. It was said that on this occasion Mr. Cleveland was very strongly impressed by Mr. Dickinson, especially his apparent reluctance to give advice. Certainly he did not forget him, for on being elected to the presidency, Mr. Cleveland immediately called on Mr. Dickinson for his opinion in matters relating not only to Michigan, but the entire Middle West. During that period there was probably no appointment made in Michigan, or of Michigan men, to any considerable place, in which Mr. Dickinson was not at least consulted. It was observed that the men who had stood in the closest relationship with Mr. Dickinson during the political campaigns were appointed to high positions: one was made commissioner of patents, another was sent as minister to Russia, a third was appointed judge of the Supreme Court of Utah, a fourth was made governor of Alaska, and still another became collector of customs of Port Huron. Many of these appointments were made in the face of the active opposition of the Michigan Congressional delegation. The result was, naturally, that the young leader, who now began to attract national attention, made many enemies even within the ranks of his own political party. Finally it was announced that the President had offered Mr. Dickinson a portfolio in his Cabinet, which was presently followed by the statement that he had accepted and was to assume the post of Postmaster-General. This office he entered into in 1887 and filled for two years, until the end of Mr. Cleveland's term of office in 1889. Mr. Dickinson now again resumed his private law practice, though he also continued his interest in national politics. In 1892 he was chairman of the Democratic National Campaign Committee and when Mr. Cleveland was again elected, he was once more offered a place in his Cabinet, but on this occasion he declined the honor. In 1896 he was senior counsel of the United States before the International High Commission which had been appointed to arbitrate on the Behring Sea dispute between the British government and the United States. In 1902 he was a member of the court of arbitration which was appointed to adjust the controversy between the United States and the Republic of Salvador, in which he sat as a colleague with Sir Henry Strong and Don Rosa Paca. Of late years, however, Mr. Dickinson has gradually retired from active life and spends his time in quiet retirement in his home near Detroit, chiefly devoting his time to literary recreations. On 15 June, 1869, he married Frances Platt, daughter of Dr. Alonzo Platt. Their two children are: Frances C. (Mrs. George H. Barbour, Jr.) and Don McDonald Dickinson, Jr.).

BIXBY, Samuel Merrill, manufacturer, b. at Haverhill, N. H., 27 May, 1833; d. at Fordham, New York City, 11 March, 1912, son of George and Sabina (Merrill) Bixby. His ancestors beginning with his grandparents were: George and Sarah (Annis) Bixby, Benjamin and Anne (Bradstreet) Bixby, George and Mary (Bailey-Porter) Bixby, Benjamin and Mary Bixby, Joseph and Sarah (Wyatt-Heard) Bixby. Joseph Bixby came to America from Suffolk, England, and settled in Ipswich, Mass , before 1647. Anne Bradstreet Bixby, his great-grandmother, was a descendant of Anne (Dudley) Bradstreet, the earliest American poetess, daughter of Gov. Thomas Dudley, and wife of Gov. Simon Bradstreet of Massachusetts Bay Colony. His mother died soon after his birth, and his father having married again, he was brought up by his uncle and his sister. In 1848 he went to Boston, walking a good part of the way, and at first finding employment in a men's furnishing store, which he afterward purchased. Inability to stand the climate of Boston led him to go West. He spent some time in Chicago, and later went on and established a general store at Cedar Rapids, Ia. The uncertain character of currency at that time made him dissatisfied with the West, and he sold his store and

started for New York with ample funds, as he thought, to pay his way there and pay his board until he could obtain a situation, but his funds were in State bank bills, and owing to failures of the banks, he arrived in New York City, about 1858, nearly penniless. With characteristic energy he took the first opportunity to earn a living that presented itself, which happened to be peddling goods, until he could get a position in a store. He then went into the shoe business with a roommate and afterward became sole proprietor of the store. He began to make and sell shoe-blacking about 1860, and gave a box away to each customer. In order to help a friend in straitened circumstances, be bought a horse and wagon and sent him out to sell blacking to the retail trade. The venture proved a success. The first wholesale house to order blacking was H. B. Claflin and Company, their initial order being one barrel. This was followed by an order for twenty barrels. Perceiving that in the manufacture of blacking he might create an important business, Mr. Bixby disposed of his shoe store in 1865, and devoted himself to the manufacture and sale of blacking. He was without connection with the trade, and without experience in that line of business. His capital of about $30,000, the proceeds of the sale of the shoe store, did not last long. Money was needed for experiments, for advertising, equipment, etc. The struggle for success was severe. To obtain capital he admitted one partner and then another, but it was not until after many years of persistence that a profitable demand was created for his goods. A determined effort was made to make his product known at the time of the Centennial Exposition at Philadelphia in 1876, but at a cost so great that in the following period of business depression the firm failed. A year or two later Mr. Bixby again started business with $75 in cash, without partners, with little or no stock, with some machinery, and a considerable indebtedness. Push and persistence won, however. The business constantly increased, was eventually reorganized as a corporation in 1898, and is now one of the largest and most prosperous of its kind in America. Mr. Bixby was president of the company from 1876 until 1909, when he retired from active management and occupied the honorary position of president emeritus. Notwithstanding this, he was at the office nearly every day, and continued his interest in the progress of the business. Both Mr. Bixby and his wife have been faithful workers in the church, and especially interested in the Sunday school. In Chicago, Mr. Bixby helped organize the Railroad Mission, and ever since coming to New York has been active in church work; having filled the offices of superintendent of Sunday school, choir leader, deacon, etc. He was especially interested in church music and has written many hymn tunes which have become popular. He compiled three books, the "Church and Home Hymnal" and "Evangel Songs," published by himself, and "Gloria Deo," published by Funk and Wagnalls, New York. Samuel M. Bixby married, 2 Sept., 1862, Mary Elizabeth Traphagen, daughter of William D. and Mehitable (Manney) Traphagen, of New York City. Mrs. Bixby lives at Fordham, New York City.

S. M. Bixby

BIXBY, Willard Goldthwaite, inventor and manufacturer, b. at Salem, Mass., 13 July, 1868, son of Henry Merrill and Eliza Shatswell (Symonds) Bixby. His ancestors beginning with his grandparents were: Samuel Bradstreet and Nancy (Martin) Bixby, a sister of Gov. Noah Martin of New Hampshire, George and Sarah (Annis) Bixby, Benjamin and Anne (Bradstreet) Bixby, George and Mary (Bailey-Porter) Bixby, Benjamin and Mary Bixby, Joseph and Sarah (Wyatt-Heard) Bixby, who came to America from Suffolk County, England, and settled in Ipswich, Mass., before 1647. Mr. Bixby received his education in the public and high schools of Salem, and entered the Massachusetts Institute of Technology, where he was graduated S.B. in 1889, with the highest honors. After graduation he remained at the institute as an instructor in mechanical engineering until he became associated with the Pneumatic Dynamite Gun Company of New York, after which he became connected with the American Bell Telephone Company in Boston. In 1891 Mr. Bixby entered the employ of S. M. Bixby and Company, manufacturers of shoe blacking. Soon after entering the business, it became evident that the shoe blacking business was in a state of transition; that the goods on which it had been built were going out of use and newer kinds were taking their place; that the production of new goods required other methods than those that had produced the old, and that the efforts then being made to get them had met with but a small measure of success. Mr. Bixby, although very young in the business, went to work to produce the new goods, and, after three or four years' work, succeeded, but not till S. M. Bixby and Company had gone into the hands of a receiver. He interested men of means outside to buy the business at receiver's sale, and became treasurer of a new corporation, also called S. M. Bixby and Company, in 1898. In 1911 he became vice-president, and, during 1916, acting president. Mr. Bixby has for many years been interested in church work. For seven years he was president of the Christian Endeavor Society of the Fordham Reformed Church, and for a longer period

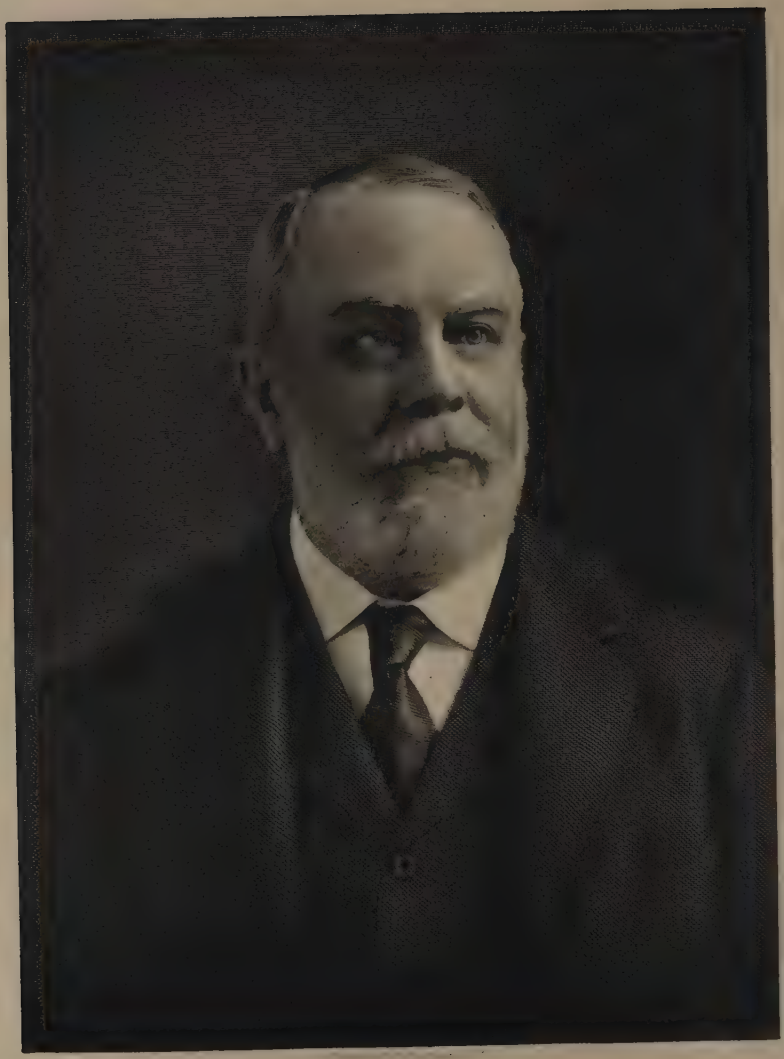
Willard G. Bixby

a teacher in the Sunday school. He is now an elder in the Bay Ridge Presbyterian Church, Brooklyn. He has played clarinet in a number of New York amateur orchestras. He has taken out two patents on metal working lathes. In 1908 he fell heir to a manuscript history of the Bixby family which had been begun in 1885 by a member of the family, and which had been in possession of three members, each of whom had added to it. He interested two of his relations to supply the funds so that what help could be utilized might be employed for searching records, recording and arranging facts, etc., Mr. Bixby supplying the inspiration and taking the difficult problems. This work has now been partly printed, and, after an expenditure of several thousand dollars, bids fair to be one of the largest and most complete family histories ever compiled. Mr. Bixby has married twice: first, 7 June, 1898, Genevieve Cole, of Fordham, N. Y., who died 29 Nov., 1901; second, 6 June, 1911, Ida Elise, daughter of Frederick and Elise (Schwanewedel) Tieleké, of Brooklyn, N. Y. He has one son, Willard Frederick (b. 2 May, 1913), and one daughter, Katherine Elise (b. 20 May, 1915).

LEWISOHN, Adolph, b. in Hamburg, Germany, 27 May, 1849, son of Samuel and Julia Lewisohn. He was educated in private schools in Hamburg, receiving a general, thorough education. While proficient in nearly all branches of study, he distinguished himself particularly in mathematics. He emigrated to America in 1867, settling in New York City, where his brother, the late Leonard Lewisohn had preceded him, and they together a few years later established the firm of Lewisohn Bros., which they carried on for about thirty years. They early displayed an aptitude and capacity for business that distinguished their subsequent careers; and plans for the development of the company soon engaged his attention. These resulted in the firm of Lewisohn Bros. later being taken over by the United Metals Selling Company, and the absorption of this company some years afterward by the Anaconda Copper Company. Mr. Lewisohn is head of the firm of Adolph Lewisohn and Sons, including many subsidiary copper companies; president and director of the General Development Company; president and director of the Miami Copper Company; vice-president of the Utah Consolidated Mining Company; president and director of the Kerr Lake Mining Company. He is also a director of the Importers' and Traders' National Bank. Although highly successful in business affairs, Mr. Lewisohn, with a fine perception of the rights of others, never permitted himself to take advantage of another's mistake. To the constant application of this principle together with his masterful administration of the companies and the rare constructive ability he displayed in their various reorganizations, may be attributed his rise to the important position he now (1917) holds in the business world. He is sympathetic and charitable, but his modesty causes him to conceal his many benefactions. However, several of these have become public; principally, his donation of the School of Mines Building of Columbia University, the Stadium of the College of the City of New York, and the Pathological Laboratory of Mount Sinai Hospital. Notwithstanding the numerous demands on his time occasioned by his extensive business interests, Mr. Lewisohn is actively interested in other charitable, constructive and educational undertakings. He is president and a contributor to the Hebrew Sheltering Guardian Orphan Asylum, honorary president of the Hebrew Technical School for Girls, and director in many other similar institutions. He is also identified with the National Committee on Prisons, of which he is president, a director in the National Child Labor Committee and the International Child Welfare League, is interested in education generally, horticulture, music, science and art. As chairman of the National Committee on Prisons, he advocated and caused to be introduced many prison reforms. An essay by him, "Prisoners: Some Observations of a Business Man," appeared in "The Survey" (Columbia University, April, 1914). So practicably and with such fine consideration did it expound the principles of humanitarianism as applied to all phases of penality, that this comprehensive and illuminating article was afterward printed in pamphlet form and widely circulated. Mr. Lewisohn is a member of the Engineers', Chemical, Arts, Lotos, Republican, City, Harmonie, Recess, Midday, Bankers', and Century clubs of New York. On 26 June, 1878, he married, in Philadelphia, Pa., Emma M., daughter of Abraham Cahn, and they have four children.

WILLIAMS, George Henry, lawyer and statesman, b. near Lebanon, Columbia County, N. Y., 26 March, 1823; d. in Portland, Ore., 4 April, 1910, son of Taber and Lydia (Goodrich) Williams. He was of Welsh extraction on the paternal side, and English on that of his mother. Both parents were of New England ancestry, and both of his grandfathers served in the Continental army during the War of the Revolution. He was reared in Onondaga County, N. Y., and received his academic education at Pompey Hill Academy, working for his tuition. He then studied law and in 1844, at the age of twenty-one, was admitted to the Syracuse bar. The next year he started West to seek his fortune in a new country, traveling by way of the Erie Canal to Buffalo, the Ohio Canal to Pittsburgh, down the Ohio River to St. Louis, and up the Mississippi River to Fort Madison, Ia. There he landed without a penny, with a few law books and New York statutes, and some bank accounts of New York State banks. Almost immediately he found a friend in the person of Daniel F. Miller, who became his security for board and lodging, and the end of his first lawsuit made him a partner of Mr. Miller.

In 1847, with the admission of Iowa as a State, he was elected district judge. At that time, while attending an Internal Improvement Convention at Chicago, he met Abraham Lincoln, and at about the same time Stephen A. Douglas. Although then a Democrat politically, he conceived an extraordinary affection for Mr. Lincoln, between whom and himself there always existed a warm personal friendship and strong bond of sympathy. He was one of the pallbearers at the funeral of Lincoln, and one of the escort of honor that accompanied his remains from Washington to Springfield. As an anti-slavery Democrat, Judge Williams canvassed the State of Iowa for Franklin Pierce, and was one of the presidential electors on the Democratic ticket. In 1853, at the age of thirty years, he was appointed by President Pierce as chief justice of the Northwest Territory, and, leaving his prospects in Iowa with much reluctance, removed to Oregon. In 1858 he resigned from the bench and entered upon the practice of law in Portland. He was elected a delegate to the State constitutional convention and appointed chairman of the judiciary committee. In this capacity he vigorously opposed the introduction of slavery in the State, and made a strong canvas in behalf of an anti-slavery clause to be inserted in the constitution. By his force of argument and eloquence he greatly aided in having a free constitution adopted by the State. In 1860 he joined the Union party, formed by the amalgamation of the Anti-Slavery War Democrats with the Republicans, and by this transition became a Republican. Subsequently he canvassed the country for Lincoln, and aided the Union cause with all the strength at his command. In 1864 he was elected to the U. S. Senate. Judge Williams went to Washington at the most critical time in the nation's history, and his public life and achievements are well known, while his services to the State of Oregon, of which he was the chosen representative, were incalculable. Some of the measures which he introduced as directly affecting the Northwest were: an act creating a new land distribution in Oregon; amendment to the act granting lands to the State of Oregon for the construction of a military road from Eugene to the eastern boundary of the State; various acts securing post-roads; the tenure of office act, passed over the veto of President Johnson; amendment to the judiciary act of 1789; amendment to the act granting lands to aid in the construction of a railroad from the Central Pacific in California to Portland, Ore., and an act to strengthen public credit. His services to his nation were conspicuous and productive of splendid results. The part he played as a member of the Joint High Commission, which met in Washington to settle the northern boundary dispute with Great Britain through Puget Sound, and the claims for the depredations of the Confederate cruiser "Alabama." In the latter case his services were more important than generally recognized, there being no doubt that his tact, ability, and wisdom secured a settlement favorable to the contention of the United States. He was a leader in the Senate during the trial for impeachment of Andrew Johnson, and was chosen by General Grant and his advisers, as one to campaign the South explaining the Reconstruction Act, and the policies of the Administration, and pleading for Southern co-operation. The Reconstruction Act he drew up himself as a tentative measure to bring the South, which was really conquered territory, where had been disbanded a great army, back into harmonious relations with the Union. When finished he handed it about among some of his senatorial associates who remarked, "Williams, this is the very thing we have been looking for," and passed it practically as he wrote it. At the expiration of his term as Senator, Judge Williams was appointed Attorney-General of the United States by President Grant. In this capacity he had to meet the responsibility of forcing law and order by civil remedies, proved himself a keen, resourceful, and logical adviser and demonstrated the highest qualities of statesmanship. His record in the cabinet was an honor to his state and to himself. He brought the same thoughtful attention to all important questions brought to him, evinced great dignity and tact in solving the intricate questions and various conflicts arising from the War, including the Ku-Klux-Klan, the two governments in Louisiana, Alabama, and Arkansas, controversies which he decided in favor of the Republicans in Louisiana, of the Democrats in Arkansas, and by a compromise in Alabama. In 1874 the name of Judge Williams was presented by General Grant to the Senate as successor to Salmon P. Chase, Chief Justice of the United States. But great opposition to his confirmation existed, due to his partisanship in the Reconstruction work; social antagonism to his second wife, who was supposed to be ambitious to become a Washington society leader; and opposition even in Oregon, because he had naturally failed to please everyone. Much to the regret of President Grant, who was his warm friend and admirer, he withdrew his name in the interest of harmony. In 1881 he returned to Portland, and resumed the practice of law. Judge Williams was the first to outline, through the Washington "Star," the policy ultimately adopted by Congress for the adjustment of the historical presidential contests of 1876. The essential features of the famous Electoral Committee Act, under which Gen. Rutherford B. Hayes was made President, were embodied in an article which he sent to the "Star," and the credit for the plan outlined, and soon afterward adopted, is conceded to belong to him. On his return to Oregon, Judge Williams became the head of the law firm of Williams, Durham and Thompson. In 1887 he dissolved this partnership, and became connected with the firm of Williams, Ach and Wood, later Williams, Wood and Linthicum, in which association he continued until his death. In 1902, at an advanced age, he was elected mayor of Portland and served two terms. The following personal tribute was included in the resolution adopted by the circuit court of Oregon on the occasion of his death: "In all that he did Judge Williams was clear-sighted with that vision called common sense. He was full of the spirit of justice. As a judge he was calm, impersonal and impartial, sensible, passionless, and just. As a lawyer, he was forceful, eloquent, sincere,



James J. Goodwin

and, above all, the justice of a case was never obscured from him by technicalities. He was learned in the law, but his ruling trait was calm good sense. The trial of a case was with him an appeal to a higher power. . . . No one who had known him could forget the impressive earnestness with which he addressed a jury. No useless stories or wasted eloquence, but an exposition of the facts with such earnestness as must carry conviction. He was an orator with an eloquence thrilling and captivating; his imagery poetically beautiful. As a politician he was like Lincoln; shrewd to know the popular feeling and to follow it to the point where it clashed with his settled convictions, when, instead of surrendering his principles for political advantages, he opposed his principles against the popular outcry and endeavored to instruct the multitude. He disliked dissension or contention, either in public or private life. He would rather yield any personal claim than engage in hostilities. He was an amiable man, of a simple, trustful, childlike nature, and if he had a weakness it was that his own innocence led him to trust those who should not be trusted and to yield to those who were in every way his inferiors." In 1850 Judge Williams married Kate Van Antwerp, of Keokuk, Ia., and, in 1867, he married Mrs. Kate George, at Portland, Ore. He left only one descendant, Ellen, a daughter of his first wife, and Mrs. Carl Harbaugh and Theodore Williams, both of whom had been adopted by him.

GOODWIN, James Junius, financier, b. in Hartford, Conn., 16 Sept., 1835; d. there 23 June, 1915, son of James and Lucy (Morgan) Goodwin. His family had been resident in Hartford since its settlement. His earliest American ancestor, Ozias Goodwin, emigrated from England on the ship "Lion," which arrived in Boston on 12 Sept., 1632, and shortly afterward removed to Hartford. His father was president of the Connecticut Mutual Life Insurance Company, vice-president of the Hartford Fire Insurance Company, and a director in many other corporations. He was a vestryman of Christ Church, and commandant of the First Regiment of Governor's Horse Guard. The mother was a daughter of Joseph and Sally (Spencer) Morgan, and a sister of Junius Spencer Morgan, of London, England. She was a descendant of Capt. Miles Morgan, of Bristol, England, who arrived in Boston in April, 1636. James J. Goodwin was educated in private schools and at the Hartford high school. After a brief business experience at Hartford he went abroad for travel and study, and, upon his return in 1859, entered the house of William A. Sale and Company, East India and China shipping merchants in New York. In 1860 he became a partner with his cousin, the late J. Pierpont Morgan, who was the American representative of George Peabody and Company of London, England. In 1864 the firm of Dabney, Morgan and Company was formed in which he continued to be a partner until seven years later when he retired, the business having been merged into the firm of Drexel, Morgan and Company. Later he was associated with Philip S. Miller in the agency of the Connecticut Mutual Life Insurance Company in the city of New York. Upon the death of his father, in 1878, he entered into partnership with his brother Francis under the firm name of J. J. and F. Goodwin for the greater convenience in the management of his father's estate and of his own private affairs; this partnership continued until his death. Mr. Goodwin was a director in the Connecticut Mutual Life Insurance Company, the Connecticut Trust and Safe Deposit Company, the Hartford Fire Insurance Company, the Erie Railroad, the Holyoke Water Power Company, and the Collins Company. He was also a director of the New York, Lake Erie, and Western Railroad, from its organization in 1878. In all these important stations he maintained the confidence of his colleagues and associates. His large and varied experience, sound judgment, and exceptional sense of duty made him a most valuable member of the boards with which he was connected. For nearly thirty years he was a member of the Connecticut Historical Society and for a considerable part of that time was its first vice-president. He was greatly interested in the work of the society and he provided for the transcription, editing, and publication of the "Town Notes of Hartford from 1635 to 1716," a work of the highest value, historically. Fifteen years later Mr. Goodwin provided another volume of collections containing the records of the original distribution of the land in Hartford among the settlers. His interest in Hartford and his knowledge of its history has, in many other ways, been of great benefit to the community. The prosperity of its literary institutions owes much to his timely and generous gifts. Mr. Goodwin was a member of the Colonel Jeremiah Wadsworth Branch of the Sons of the Revolution, the Society of Colonial Wars in Connecticut, of which he was once president, and the Sons of the Revolution in New York. He was a member of the Hartford Club, and in New York of the Century, Metropolitan, Union, City and Church Clubs. The honorary degree of LL.D. was conferred upon him at Trinity College, Hartford, in 1910. He was a devout communicant of the Episcopal Church; was junior warden of Christ Church Parish, Hartford; and also, for twenty years, a vestryman in Cavalry Church, New York, and subsequently for twenty-five years a warden. He was long a member of the diocesan convention of New York; a deputy from Connecticut to several general conventions, and for many years a member of the board of missions. In his personal and religious character he was punctual and thorough in every duty; a sure reliance; wise and prudent; unselfish in spirit and liberal in mind; generous, but silently, and often in secret; modest and cheerful in bearing; tender-hearted and loving. All who knew him held him in highest esteem, and those who had the happiness to be more intimately associated with him, loved him. He was devoted to the Church and her interests, loving her worship; loyal to her doctrine and order; deeply interested in all that concerns her welfare. The graces and virtues that adorned his life grew out of a sincere love toward God with whom he walked humbly, without fear and confidently, and in whose strength he endured patiently a long and trying illness. On 19 June, 1873, he married Josephine Sarah, daughter of J. B. Lippincott, of Philadelphia, Pa., a descendant of

Richard Lippincott, a resident of Massachusetts in 1640, and in 1665 one of the patentees of the first English settlement in New Jersey. He was survived by his wife and three sons, Walter L. Goodwin, James L. Goodwin, and Philip L. Goodwin, and by one brother, the Rev. Dr. Francis Goodwin.

CODY, William Frederick ("Buffalo Bill"), scout, guide, and Indian fighter, b. Scott County, Ia., 25 Feb., 1845; d. in Denver, Colo., 10 Jan., 1917, son of Isaac and Mary Cody. He was a reputed lineal descendant of Milesimo, King of Spain, whose three sons, Heber, Heremon, and Ir, founded the first dynasty in Ireland, about the beginning of the Christian era. His father, one of the strong men, with ever expanding vision, who made good the promises of the Golden West, lived in a log cabin and raised cattle in Iowa until about the time William Frederick was born. The California gold fever then seized him, and, with his family, he made his way beyond the Rockies, but was compelled to return for lack of means to go on. He never was satisfied to remain in Iowa after that, however, and when his boy was fourteen the family moved to Salt Creek Valley, Kan., five miles west of the spot whereon Leavenworth now stands. Taking an immediate and prominent part in public affairs, he was one of the company that laid out the city of Leavenworth, and was its representative in the first Lecompton legislature. Bitterly opposed to negro slavery and utterly fearless, he maintained his principles when firearms and knives were common arguments. One night, at a political meeting where he had denounced slavery and slaveholders with characteristic vehemence, he was stabbed and taken home desperately wounded. He died in 1857. His mother, who though she had been a quiet city girl, living in Philadelphia until her marriage, was like most pioneers' wives, self-reliant and brave in emergency. She established an inn in Salt Creek Valley, called "The Valley Grove House," to maintain a home for her two little daughters. Her son, William Frederick, although only twelve years of age, took care of himself. He obtained employment with the firm of Russell, Majors and Waddell, who were engaged in carrying stores across the plains for the United States fort, and his duties took him at various times to every military fort and post west of the Missouri River. Those were wild days on the Western plains, and marauding Indians perpetually made trouble. It was at the age of fifteen that young Cody killed his first redskin. He was with a wagon train in charge of Bill and Frank McCarthy, famous plainsmen in their day, hurrying provisions to a detachment of U. S. troops, under Gen. Albert Sidney Johnston, against the Mormons. Camp was pitched at noon near the South Platte, some 350 miles west of Leavenworth. While the little party were all stretched out for a siesta they were suddenly surrounded by a band of Indians. Four of the white men fell at the first volley and the horses were stampeded. Outnumbered four to one, the frontiersmen fled. The boy took shelter in brush along the river, when he saw an Indian aiming a rifle at him from the top of the bank. William Frederick was a dead shot even at that early age. His revolver spoke before the rifle, and the Indian came tumbling headlong down the bank. Cody had shot him through the left eye. This was the first Indian he sent to the happy hunting-grounds, but he dispatched a great many after that. His most dramatic encounter of this kind was in the Sioux uprising in 1876. He was then chief of scouts with General Crook's command, and they had come up with a large body of Indians at Bonnett Creek. Both sides were hidden behind rocks and shrubbery. Suddenly an Indian, in the full panoply of a chief, rode out into the open, shouting in the Cheyenne tongue "I know you. Pa-he-hask (Long Hair)! Come out and fight me if you dare!" Cody recognized the challenger as Yellow Hand, a chief whom his people regarded as invincible, and as the Indians all called Cody "Long Hair," he spurred forward to combat before General Crook could stop him. He dropped the chief's horse with his first shot; but at the same instant his own horse stepped in a hole and went down, rider and all. Cody and Yellow Hand were on their feet simultaneously, and the Indian whirled his tomahawk at the scout's head. But Cody was too quick for him. Lightly side-stepping, he grasped his red foe's wrist so that the tomahawk fell to the ground, and at the same moment Cody's hunting-knife was in Yellow Hand's heart. This fight with Yellow Hand was in his maturer days. He had had a long and varied career before that, throughout which he proved again and again that his courage was of the kind that has always made the true frontiersman famous. In 1861 his mother died, just as the Civil War broke out. After going home and making arrangements to care for his two sisters, he enlisted as a scout in the Seventh Kansas Cavalry. Within a year he was appointed chief of scouts under General Curtis, with headquarters in St. Louis. He served with his regiment to the end of the war. At the close of the war he conducted, for a short time, a hotel in Leavenworth, Kan. It was called the "Golden Rule." It was in St. Louis that the young scout won his wife. Riding through the streets one day, he saw a group of drunken soldiers annoying some schoolgirls. In a flash Cody was off his horse and striking out right and left at the men. When he had driven them off, he found one young girl too frightened to run away. She was Louisa Frederici, daughter of a French exile, and remarkably pretty. Cody took her home that day, and after the war they were married. It was now that he won the appellation of "Buffalo Bill," a name by which he was, and perhaps always will be, better known than as William F. Cody. The firm of Shoemaker, Miller and Company, which was building the Kansas Pacific Railroad, made a contract with him by the terms of which he was to keep their laborers supplied with buffalo meat. He was to be paid $500.00 a month. Buffalo roamed the plains by hundreds of thousands at that period. In eighteen months Cody killed 4,280 of them. He became "Buffalo Bill" to everybody, and there were thousands of persons who did not know him by any other name. In the spring of 1868 he was appointed by General Sheridan chief of scouts for the department of the Missouri and the Platte, and was scout and guide for the Fifth

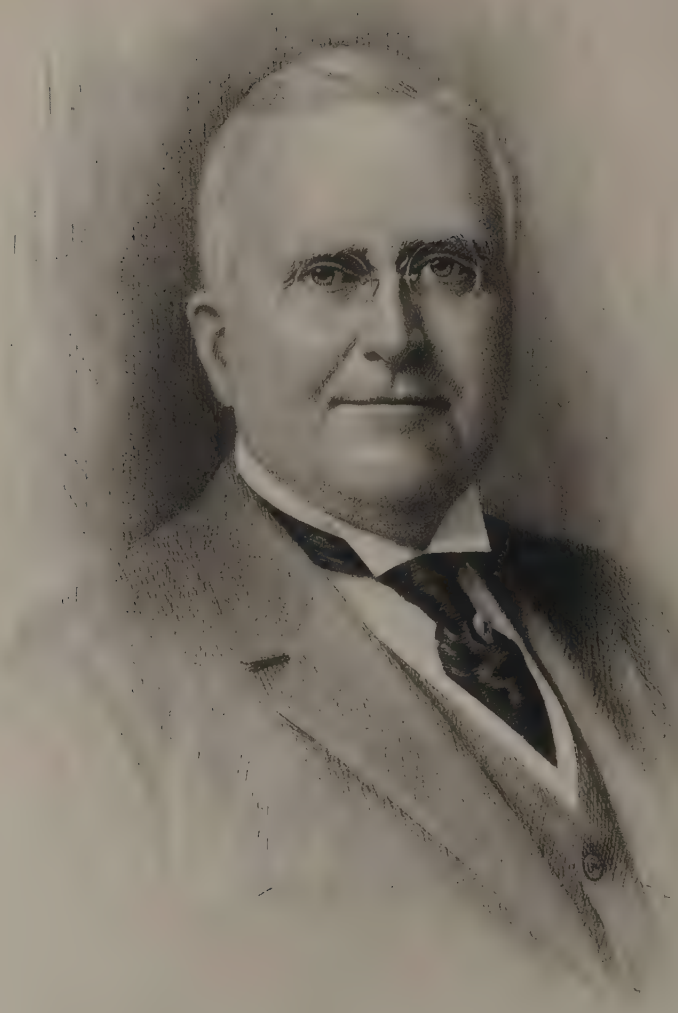
Cavalry against the Sioux and Cheyennes. He served with the Canadian River expedition in 1868 and 1869, and continued to act as a scout until 1872, making his headquarters at Fort McPherson, Neb. His popularity brought him political recognition. He was elected representative from the Twenty-sixth District of Nebraska in the State legislature, and was instrumental in carrying through much important legislation during his term. In this same year, 1872, he acted as guide for the Grand Duke Alexis of Russia, on a buffalo hunt. The hunt was much talked of at the time, and "Buffalo Bill's" fame as a hunter and Indian fighter was so great that many prominent men from the East went West to see him slay buffalo with the Grand Duke. Among them were James Gorden Bennett, Anson Stager, and J. G. Hecksher. In return they invited him to New York, where he saw a play for the first time. It was a drama by E. A. C. Judson, whose pen name was "Ned Buntline," entitled "Buffalo Bill, the King of the Border Men." The manager of the theater offered Cody $500.00 a week to walk on the stage and show himself, but he declined. The Grand Duke Alexis presented him, among other rewards, with a scarf pin of precious stones, as a souvenir of their hunting expedition. Soon after the Grand Duke's buffalo hunt Cody made his theatrical début in a stage play, called "The Scouts of the Plains," written for him by "Ned Buntline." It was successful, but it seemed to Cody that a theater was too circumscribed a field on which to display the specimen life of the plains. After some consideration he conceived the idea of a great exhibition to be given in an arena of suitable dimensions, in which he could show what cowboys, scouts, soldiers, and Indians really did in the practically boundless territory on the sunset side of the Rockies. He took counsel of Nate Salisbury, a popular comedian of that day, and the two entered into partnership to produce a "Wild West Show" that should be at once accurate and illuminative. Salisbury had been successful for years as the head of a company of actors and singers, which he called "Salisbury's Troubadours," and which gave a light musical entertainment of a kind much in vogue at that period. Salisbury, a shrewd and experienced showman, took charge of the business organization, while Cody undertook to procure the plainsmen, cowboys, Indians, and horses required, and to drill them in the work they were to do. He had no difficulty in engaging all the white men he needed, because his popularity was so great that practically every man in the West who could ride a broncho, throw a lariat, and pull a trigger effectively was anxious to join his company. It was not so easy to procure Indians. They were mostly on reservations, and as wards of the government could not be removed therefrom without special permission from Washington. The Indians themselves were willing to go. Notwithstanding that Cody, in the line of his duty, had slain many of their people in battle, they respected and loved him with dog-like fidelity, and always their reverence for the famous scout was one of the touching proofs of their appreciation of his true manhood. There were negotiations with the government that took some time, but Cody's reputation for straightforward dealing, together with his thorough understanding of Indian nature, smoothed the path for him, and in due course he had a large band of Indians, of several tribes—many of them warriors who had sought his scalp in the turbulent days of the past—and was instructing them with his white performers. He gave a receipt for them to the United States authorities, and in all the years the show lasted he was held to strict accountability for their safety and well-being. The Wild West Show was organized in the "Scouts' Rest Ranch," near Omaha, Neb., and on 17 May, 1883, the first performance was given in that city. It became an instant success, and continued as such for thirty years. Cody retired from it in Richmond, Va., 1 Nov., 1911, and in 1913 it went into the hands of a receiver. In 1887 the show went to London, England, where it appeared at Earl's Court, in connection with the American Exhibition or "Yankeries," as it was called. The Cody and Salisbury Wild West was the only thing that saved the American Exhibition from complete failure. The show became the rage in London. Queen Victoria witnessed the performance and the Prince of Wales, afterward King Edward VII, went frequently. On one occasion he expressed a desire to ride around the ring in the old Deadwood stagecoach, the mimic Indian attack on which was one of the picturesque features of the entertainment. The Prince sat on the box by the side of Cody, who drove the six half-broken horses, while inside were four passengers. They were the King of Denmark, the King of Saxony, the King of Greece, and the Crown Prince of Austria. Afterward the Wild West was given successfully in France, Italy, Austria, Germany, and Belgium. It was in 1883 that William F. Cody started a large cattle ranch at North Platte, Neb., in partnership with Major Frank North, chief of the Pawnee scouts, and he retained an interest in the property up to the time of his death. In 1895 he began the development of land in the Wyoming Valley by irrigation, and so successful was he that the town of Cody, which he founded, soon had a population of more than 5,000. Later he established one of the largest ranches in the State of Wyoming. It was in Big Horn County, in the Wyoming Valley. Toward the close of his life it was his custom to pass several months there every year. Countless deeds of valor are related of "The Old Scout" as he was affectionately called in the West. When the Sioux Indians went on the warpath in 1890 and 1891, he was placed at the head of the Nebraska National Guard, with headquarters at Pine Ridge Agency. He fought the battle of Wounded Knee. One of the dramatic periods of his life was when, as a young man, he became a "pony express" rider in the overland service between St. Joseph, Mo., and San Francisco. This was work that required unusual courage, as well as intelligence and endurance of a high order. The stations for changing horses were fifteen miles apart, and the route led through a wild and unprotected country, infested with hostile Indians. The "pony express" man always rode as light as possible, carrying no weapon but a revolver.

The orders were to avoid a fight whenever it could be done by riding hard, and to "deliver the mail." On an average four of these intrepid young men were killed by Indians every month. While on this service he was once attacked in a lonely canyon by two road agents. He killed them both, and in a matter-of-fact way delivered his mail to the next relay. It was "all in the day's work." William F. Cody was generally known as "Colonel" Cody when his own name was used instead of his sobriquet "Buffalo Bill." He gained his military title as an aid on the staff of the governor of Nebraska for many years. He held a commission as brigadier-general in the National Guard of that State. Colonel Cody died at the home of his sister, Mrs. L. E. Decker, in Denver, Colo. His body lay in state in the capitol in Denver, and was viewed by thousands of people, including Indians and former scouts. Afterward it was placed in a rock-hewn vault on the summit of Lookout Mountain, near Denver.

FRENCH, George Watson, manufacturer, b. in Davenport, Ia., 27 Oct., 1858, son of George Henry and Francis Wood (Morton) French.

G. Watson French

His father was a manufacturer of agricultural implements and one of Iowa's most prominent citizens. He was one of the organizers and the second president of the First National Bank of Davenport and was three times elected mayor of that city. On the outbreak of the Civil War he entered the service as a member of Gov. Kirkwood's staff, and was one of the first of the men who pledged their private fortunes to enable the governor to equip and transport the first levies of Iowa troops. George Henry French attended Phillips Academy, Andover, Mass., preparatory to a course at Harvard University. His inclinations, however, led him to prefer a business to a professional or scholastic career, and contrary to his father's strong wish, he refused to matriculate at Harvard, going instead into his father's mills. He entered the employ of the Eagle Manufacturing Company, later the Bettendorf Wheel Company, now French and Hecht, in 1877, as a day laborer, and by his own efforts worked his way gradually through the various positions of skilled mechanic, shipping-clerk, and manager, to that of president of the company. It is largely due to his native business genius, supplemented by these years of laborious apprenticeship in the various departments of the mills, that the firm of French and Hecht, manufacturers of metal wheels for farm implements, has grown to be one of the most considerable of its kind in the country. Aside from his manufacturing concern Mr. French has become interested in a number of other important enterprises, among them the Republic Iron and Steel Company, of which he was one of the organizers in 1899. Since them he has been a director of this organization and for four years was chairman of its board of directors. He inherited a taste for military life and early in his career identified himself with the Iowa State National Guards, in which he holds a prominent place, having served on the staff of the lieutenant-governor of the State for several years. Chief among his many interests, however, is that of scientific farming. His model farm known as the "Iowana Farms," is one of the most beautiful and complete in the country. Here he raises fine stock, cows, pigs and chickens. The equipment of the farm throughout is the most perfect and sanitary that could be devised. The silos, farm buildings, and residences of the owner and manager are constructed of stone, cement, and steel; lighting and motor-power are generated by electricity; and a celebrated surgeon remarked of the swine raised on this farm, "I have seen a farm where the pig-pens are as clean as a hospital." In connection with his farming Mr. French has been interested in many experiments in the cure of diseases of cattle, hogs, etc., and has been the discoverer of some valuable remedies and cures. At the Chicago Prize Stock Show, the "foot and mouth" disease broke out among the cattle on exhibition, with Wilbur F. Marsh and some others, he was able to save the flower of Western cattle, and to show once for all, that the ravages of this particular cattle scourge could be ended. He has spent much time and capital in experiments dealing with the prevention and cure of cholera among hogs, and came to believe so thoroughly in the "simultaneous serum" treatment for that disease, that after vaccinating his prize Berkshires with the serum he allowed them to run with cholera herds to prove the immunity secured by vaccination. In justification of his belief, not one case of cholera occurred among the exposed pigs. Colonel French is known throughout his State as a citizen worthy of all honor and distinction. An able business man, a public-spirited and upright citizen he has won the respect and esteem of all who know him. Although his prominence in the community has brought him many offers of political honors, he has never sought or accepted an office of any kind. He is, however, deeply interested in the cause of good government and legislation and has several times attended the National Conventions of his party as a delegate. At the Democratic National Convention, held in 1896, Colonel French came before the convention prominently as one of the "Gold men"; and was an influential factor in securing the gold plank in the party platform. He was also a delegate to the conventions of 1900, 1904, 1908, and 1912. Colonel French is a member of the Chicago Club of Chicago; the Contemporary and Commercial Clubs, Davenport, and the Davenport Academy of Science. He is fond of golf and fishing, and a bridge whist player of unusual skill. He married Clara Virginia Decker, daughter of William Henry Decker, of Davenport, Ia. After her death, which occurred in December, 1908, he married Anna Elizabeth Decker. He has one



J. M. Kisler

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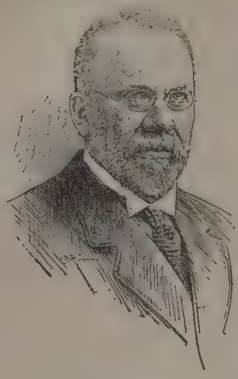
son, George Decker French, who married Dorothy Fischer, in 1909.

FRENCH, Nathaniel, lawyer and manufacturer, b. in Andover, Mass., 7 Sept., 1854, son of George Henry and Frances Wood (Morton) French. He attended Griswold College, Davenport, Ia., where he was graduated A.B. in 1873, and later pursued a special course in Heidelberg University. He completed the course at the Harvard Law School in 1876, and then removing to Peoria, Ill., began practice in the office of Col. Robert G. Ingersoll. Later he returned to Iowa, where, in 1883, he was made judge of the circuit court, an office which he held until 1886. In 1889 he withdrew to a considerable extent from the active practice of law, and with his brother, Col. George Watson French, became associated with his father in the business of manufacturing agricultural implements. His first position was that of secretary of the Eagle Manufacturing Company of Davenport, Ia. In 1889 he became vice-president of the Bettendorf Metal Wheel Company of Davenport, a concern which was extensively engaged in the manufacture of metal wheels, and which, in 1909, was succeeded by the firm of French and Hecht. Judge French has always been keenly, and often actively, interested in politics. He was an earnest advocate of the "Gold Platform," during the presidential campaign of 1896, and "stumped" the States of Iowa and Wisconsin at his own expense, for the gold faction of the Democratic party, besides contributing liberally to the expenses of the campaign. While he could have obtained practically any political office in the gift of his party, he steadily refused any political honor or reward. With a similar devotion to principles of honesty and integrity, Judge French was active in the fight of the minority stockholders of the Rock Island Railway in 1915, and in recognition of his ability and the important services which he rendered, was elected director of that railroad at the stockholders' annual meeting held in Chicago. Judge French enjoys the admiration and respect of all who know him because of his fine scholarship and lovable personal traits. He is a quick thinker, and, as a public speaker, is noted for clarity and elegance of diction. Among social and academic bodies he is a member of the Contemporary Club of Davenport, the University Club of Chicago, and the Davenport Academy of Science. He is also a member of the American Academy of Political and Social Science, Philadelphia; Academy of Political Sciences, Columbia University; Iowa Historical Society; and of the Navy League of the United States. In 1883 he married Marian Montgomery Eldredge, daughter of Henry Eldredge, of Binghamton, N. Y. There are two daughters, Frances Mary and Grace Hamilton French, the latter the wife of Harry F. Evans.



Nath'l French

KISER, John William, capitalist and manufacturer, was born at St. Paris, Ohio, 20 June, 1857, the son of George Riley and Margaret Ellen (McVey) Kiser. His father was a farmer and stock raiser, and accumulated over 1,000 acres of rich farm lands before his death. After his preparatory education at the grammar and high schools of St. Paris, he entered Wittenburg College at Springfield, Ohio, where he was graduated B.A., in 1884, with the highest honors. After leaving college, he had planned to pursue the study of law, but conditions made this impossible, and in 1884 he accepted a position with O S Kelly Company, large manufacturers, of Springfield, Ohio, as traveling collector and adjuster of litigated claims. In 1889 he resigned this position and went to Chicago, Ill., became identified with the Chicago Sewing Machine Company, subsequently becoming its manager. Mr. Kiser was practically without funds when arriving in Chicago, but with the energy of a young farmer and the brains of a captain of industry, he took advantage of the opportunities that confronted him and through untiring efforts, within a few years, he had accumulated a large fortune. Out of the sewing-machine company was evolved the Monarch Cycle Manufacturing Company, which was organized by Mr. Kiser in 1892 with a capitalization of $500,000. He was the president and majority stockholder. He seized the wonderful opportunity offered by the bicycle and made this concern one of the strongest in the field. Cycling in the United States began its career in 1876 with a small display of foreign bicycles at the Centennial Exhibition, and the riding of two or three men who brought over bicycles from abroad. In the course of a year some little interest was aroused in the new vehicle, which had become quite popular abroad, and an agency in Baltimore, Timms and Company, imported a number of wheels. In 1877 an eminent young lawyer of Boston began to seek his lost health on one of the steel and rubber steeds, and he became the pioneer of the modern bicycle in Massachusetts. Other machines were at once wanted, and in November, 1877, a commodious cycle-riding school was opened at 22 Pearl Street, Boston, giving an immediate and prosperous impetus to the new recreation. The first bicycle club in this country was established in Boston in February, 1878. It was called the Boston Bicycle Club, and its secretary was Frank W. Weston, who also was editor of the first publication devoted to the wheel, "The American Bicycling Journal," of Boston. In January, 1878, the Pope Manufacturing Company, with Col. Albert A. Pope, president, began the manufacture of bicycles in Boston, and soon many other firms devoted themselves to the then phenomenally growing industry. The question of good roads soon took on more importance than ever before, and in 1887 the subject was taken up vigorously by a few public-spirited men, John W. Kiser among them, and became a burning topic with the already influential organization —the League of American Wheelmen. Between the years of 1883 and 1887 were held the first great American racing tournaments, in Hart-

ford, Conn., and Springfield, Mass., respectively. They attracted wheelmen from all over the United States, besides a number of foreign riders. Other tournaments have been held from time to time, and interest in them has always been maintained, even in face of the avalanche of motor cars which in the twentieth century occupy the roads everywhere. When it is remembered that, in one form or another, mechanically propelled vehicles of various kinds may be traced back to 1649, it is not to be wondered at that the inventive genius of man working on the problem for 250 years and more should at last have produced a machine as nearly perfect as anything of that kind could be. Yet as late as 1869 a bicycle with the painfully suggestive name of a "boneshaker" invented in France was the best that had been accomplished up to that time, while the "ordinary" or "high" bicycle, consisting of one very large wheel in front—over which sat the venturesome rider—and a very small one behind, was a common object on American roads in 1885. This machine was possible for young and active men and even they were likely to take a "header" when the wheel struck some unexpected obstruction in the road. It was now that Mr. Kiser and other manufacturers set themselves seriously to devise a bicycle that should be convenient, comfortable, and safe, for women as well as for men. The result was the low, "safety" type which has never been materially altered since first it came upon the market. With its original steel frame, spring saddle and pneumatic tires, it supplies all the demands of cyclists, both for business and pleasure, and the only wonder is that it was not invented long before. In 1899 Mr. Kiser sold the Monarch Cycle Manufacturing Company to the "Bicycle Trust," and in so doing displayed that fine judgment which has crowned all his business ventures with such phenomenal success, for very shortly the crash came. He saw that the automobile would soon succeed the bicycle in popular esteem and so conserved his resources at the outset. In 1902 he became identified with the Phœnix Horse Shoe Company, becoming its president in 1907. It is the largest company of its kind in the world. The Phœnix Company had already been organized by Charles W. Miller and had a plant at Poughkeepsie, N. Y. On Mr. Miller's retirement he was succeeded by his son, Elishua Miller. When Mr Kiser entered the company, a second plant was built at Joliet, Ill. The company is now capitalized at $3,000,000 and he held practically all the stock. While attaining such a marked success in the business world, Mr. Kiser did not forget the town in which he was born, but went to St. Paris often, and there he built a beautiful summer home. He did many other things that have made St. Paris rejoice that the boy who went forth from that town in search of his fortune succeeded so well. One of his favorite recreations was farming. As he bought many farms in Ohio, his friends laughingly said that he aspired to own all of Ohio. At any rate his holdings of land in some of the Ohio counties were so great as to cause him to be described as the "owner of counties." The foundation on which rests a people's personal rights and liberties is that law should be supreme, giving to every individual perfect justice and protection from unjust oppression. This necessarily applies to religion, business, and politics. Thus declared our American forefathers, and it is the making and upholding of such a document that America has become typical of human endeavor and a glorious freedom. Thus men of initiative, men of intellect and a high sense of justice and responsibility, have been attracted to the various business professions, where, without fear of clan or caste, they could work out their own salvation in the industrial world. The great metropolis of Chicago offers a wide field for men of push and perseverance, and a unique example among those who had overcome and conquered insurmountable business obstacles was John W. Kiser, Sr., whose name today, in the Middle West, is a synonym for honest effort, fair play, and whole-hearted loyalty. To the student of history, Mr. Kiser's career is interesting to follow. Coming to Chicago, virtually penniless, through close application to business and many self-sacrifices, he rose to the top round of business success and ranked as one of the representative business men of the twentieth century. He was a tireless worker and never permitted amusements or social affairs to interfere with his many responsibilities. He was a typical, energetic, self-made business man of highest ability, and has set a wonderful example to young men of the present generation, thus demonstrating that through self-privations, perseverance and stick-to-itiveness one can succeed and be able to overcome almost any business difficulty. Mr. Kiser had an unusual personality and his characteristics were strongly marked. He won the instant respect of all with whom he came in contact and the lasting friendship of those with whom he was frequently thrown. His rugged honesty and his loyalty in every relation in life were traits that stood out boldly. One of his most conspicuous traits of character was affability. If he ever employed a hand of iron, it was always incased in a velvet glove. Unusually quick in reaching decisions, even upon most vital questions, his manner was invariably courteous, one might say almost gentle. His mind seemed to be able to accomplish its tasks without generating undue heat, and he was a notable example of practical business efficiency, totally devoid of brusqueness. In 1902 Mr. Kiser built a beautiful home at 3357 Michigan Avenue, Chicago, where he resided until 1912 when he made his home in New York City. When in Chicago he resided temporarily at the Blackstone Hotel, but his permanent home after 1912 was maintained at the Ritz Carlton Apartments in New York City. He was a member of the Union League, Chicago Athletic, Mid-Day, Glen View, South Shore Country, the Historical Society, and the Chicago Golf Clubs of Chicago; the Springfield Country Club of Springfield, Ohio; the Automobile Club of America; the Blinkbrook Country Club and the Ohio Society, both of New York City. He was a director in the First National Bank, First Trust and Savings Bank, and the Miehle Printing Company, all of Chicago. Politically he was an independent Democrat. His favorite recreations are golf, yachting, and tennis. He was married to Miss Thirza Wilhelmina Furrow, of St. Paris, Ohio, 18 Sept., 1884, and two children were born of

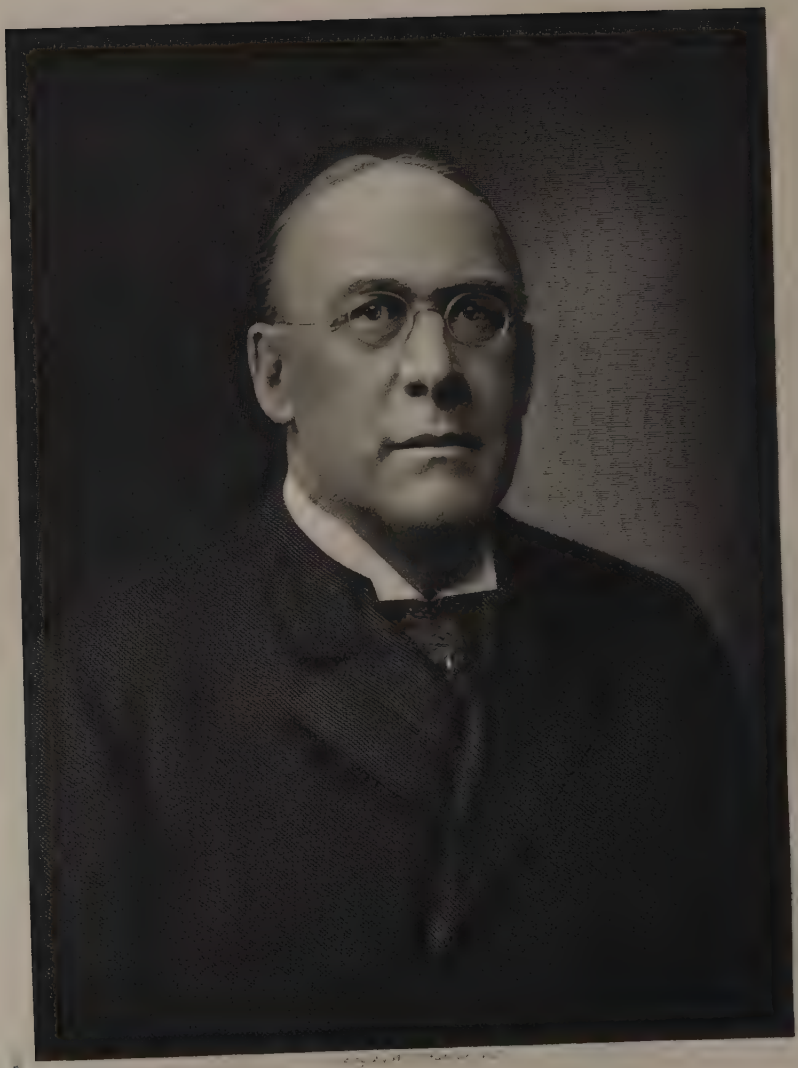
this marriage: Furrow John Kiser (b. 1895; d. 1902) and John William Kiser, Jr. (Yale 1915). John William Kiser, Jr., succeeds his father and will no doubt carry out the same policies which have made the business such a leading factor in its special line. Although young and just out of college, he has shown great business capacity and will in all probability follow the lines of success laid out by his father.

GILBERT, Henry Franklin Belknap, composer, b. at Somerville, Mass., 26 Sept., 1868, the son of Benjamin Franklin and Therese Angeline (Gilson) Gilbert. At an early age he taught himself to play the violin, his first instrument being made by his grandfather from a shingle and a cigar box. He afterward studied the violin for several years with Emil Mollenhauer. He took lessons in harmony with George H. Howard and studied composition and orchestration for three years with Edward MacDowell. When MacDowell planned his Indian Suite, Mr. Gilbert collected the thematic materials from the original sources. He has since made an exhaustive study of the development of folk music, and has been an exponent of its value as a foundation for a national school of composition. About 1892 he went into business and did little or nothing with music. In 1901 he went to Paris for the purpose of hearing Charpentier's "Louise," and the opera made such an impression on him that, upon his return, he gave up business and devoted himself to music. In 1903 he composed a number of remarkable Celtic compositions to accompany the production of W. B. Yeats' plays by the Irish Literary Society of New York, and in 1904 performed a similar service for the Twentieth Century Club of Boston. His "Celtic Studies" (four songs) are characteristic of his use of national color as well as examples of the originality and virile style which characterizes most of his works. He has become better known perhaps by his setting of Stevenson's "Pirate Song" than any other one composition. As sung by David Bispham, and others, throughout the country, it has achieved considerable popularity, due, perhaps, to the evident spontaneity of the work and the peculiarly happy rendition of the spirit of the poem. Aside from composition, Mr. Gilbert has been engaged in an editorial capacity by music publishing-houses and was prominently identified with the Wa-wan Press of Newton Centre, Mass., a concern devoted to securing a better recognition for American composers. In conjunction with Prof. J. D. Whitney, of Harvard, he gave a series of concerts illustrating modern Slavic tendencies in musical composition, and more recently was associated with Edward S. Curtis in lectures on Indian life and art. A series of motion pictures were presented with appropriate incidental music composed by Mr. Gilbert. His recent compositions include "Three American Dances for Full Orchestra," concerning which Mr. Gilbert writes: "Composing these dances I have had in mind Moszkowski's Spanish Dances and Grieg's Norwegian Dances. I have tried to present the popular American spirit in artistic form. I have made free use of ragtime rhythms and all sorts of twists in use in popular music, but have tried to enhance their piquancy by means of harmony and orchestration." Among his more important works are two "Episodes" for orchestra (1897); "Summer Day Fantasie"; "American Humoresque" and "Comedy Overture on Negro Themes" (1906); "Americanesque" (1907), and "American Dances," all for orchestra. He has also published "A Group of Songs" (1891); "Salammbô's Invocation to Tanith"; "Zephyrus, the Lament of Deirde" (1903); "Mazurka, Negro Episode, Scherzo" (1903); "Two Verlaine Moods" (1904); "The Island of the Fay" (1904); "Croon of the Dew" (1904); "Rain Song," "Two Wing Songs," "Sleep and Poetry" (1904); "Fairy Song" (1904); "Two South American Gipsy Songs" (1906); and has edited "One Hundred Folksongs" (1909). Mr. Gilbert's compositions are characterized by a luxuriance of harmonic color, striking originality and daring, and in general by a highly individual and poetic imagination. His style has witnessed a rapid evolution from European influences, especially that of the modern French School, to a bold Americanism. His melodies are cast in a large mold, and his sense of orchestral coloring is unusually rich. He was married 4 June, 1906, to Helen Kalischer, of Jassy, Roumania.

BABLER, Jacob Leonard, vice-president International Life Insurance Company, b. in Monroe, Wis., 3 May, 1872, son of Henry J. and Salome S. (Luchsinger) Babler. His father, a merchant of marked industry and integrity, came to this country from Switzerland in 1859, and settled in Wisconsin; his mother, the daughter of Jacob L. Luchsinger, who came to this country from Berlin, Germany, exerted a strong moral and spiritual influence on her family. After completing his studies in the public schools of El Dorado Springs, Mo., Mr. Babler entered Washington University, St. Louis. Later he read law and was appointed to the bar in 1893, beginning a distinguished and successful professional career at El Dorado. In 1902 he engaged in the life insurance business as a member of the staff of the New York Life Insurance Company, serving that company in Missouri and Oklahoma. Later he was appointed agency director with headquarters in New Haven, Conn. Here he remained until 1 Jan., 1904, when he assumed charge of the Buffalo, N. Y., office. His unflagging interest and zeal for his work were recognized, and, on 1 Jan., 1907, he was chosen director and western manager of the North American Life Insurance Company, of Newark, N. J., in the territory west of the Mississippi River. Mr. Babler established

headquarters for the company in St. Louis, Mo., where he soon made himself a power in the insurance field by his splendid work, unfailing good nature, and courteous manners. In the fall of 1907 he resigned that position to organize the International Life Insurance Company, of St. Louis, Mo., of which he was elected vice-president and general manager of agencies, a position he now holds. Mr. Babler is extremely popular with the large number of agents which the company has in nearly every state in the Union, and his success, coming as it has by continual application to the details of the business and a resolution to let each promotion be only the means to gain another, has been of real encouragement and inspiration to him. With the same interest which he manifests in everything he undertakes, Mr. Babler has gone into politics. He is a staunch Republican and in April, 1914, was elected chairman of the Republican State Committee of Missouri to fill an unexpired term. He was re-elected in August, 1914. He was elected a member of the Republican National Committee at the State Convention, held at Excelsior Springs, Mo., on 6 April, 1916, after which he resigned as chairman of the Republican State Committee. Beginning like so many of our foremost Americans, Mr. Babler has made his way with rapid strides to places of recognized importance in business and social life. Along the pathway of business success he has gathered a broad culture and lively spiritual interests. There is a peculiar charm about Mr. Babler, the charm of a good man, doing good. He is warm-hearted even to impulsiveness, though his donations to charities are confined to movements that tend to improve the conditions of the sick and suffering. Mr. Babler has been trained in appreciation of literature, and his library contains many interesting volumes on philosophy and history. He is a man of high intelligence, cultivated and refined, qualities which have attracted to him a large circle of friends. Though not an active clubman, Mr. Babler holds membership in the Business Mens' League, Kirkwood Golf Club and the St. Louis Press Club. In summarizing the work of Mr. Babler in the development of the International Life Insurance Company, it is interesting to note the following statistics which should have great weight for those seeking the secret of his success. The company was organized in August, 1909, with a capital of $525,000. It closed its business 31 Dec., 1916, with assets of more than seven million dollars; insurance in force of 66 million dollars and an annual income of about five million dollars. On 16 Dec., 1915, he married Elizabeth L. Dilworth, of Pittsburgh, Pa.

CANNON, Joseph Gurney, Speaker of the House of Representatives, b. at New Garden, near Greensboro, N. C., 7 May, 1836, son of Dr. Horace C. and Gulialma (Hollingsworth) Cannon. He was educated in Bloomingdale, Ill., whither his family removed when he was four years old. Upon the father's death, ten years later, he started work in a country store. At twenty-one he began the study of law in a local office and, admitted to the bar in 1858, he engaged in practice at Tuscola in Douglas County, Ill. In 1861 he was elected state's attorney for the Twenty-seventh Judicial District of Illinois and continued in that office until 1868. From the first he gave his allegiance to the Republican party, and as its candidate for Congress in the Twelfth Illinois District in 1872 was pitted against a strong Democratic opponent. He was elected, took his seat in the Forty-third Congress and by re-election sat in every Congress till the Fifty-first. He distinguished himself almost from the beginning, and was given important committee places, including one on the Committee of Appropriations. As a member of that on post-offices and post-roads he was instrumental in providing prepayment according to weight for second-class matter. He took an important part in the debates on the McKinley tariff and was responsible for the placing of sugar on the free list. After an interval of one term (having been defeated in 1888), he was in 1890 re-elected from the same district to the Fifty-third Congress and this time retained his seat till 1903 (Fifty-seventh Congress). He was again made a member of the Appropriations Committee and its chairman from 1905 to 1911. As "watch-dog of the treasury," an epithet attached to the incumbent of that position, he established a record for careful judgment in apportioning the government moneys. Especially in providing the funds for the Spanish-American War was he called upon to exercise great sagacity, and he was at all times equal to the responsibilities which the office imposed. As a member of the committee on insular affairs he participated in the adjustment of the status of the possessions acquired from Spain. He was also very active in the consideration of government reforms; in the currency and tariff debates; in the advocacy of a larger navy and reorganization of the army; and in the discussion of shipping and the Isthmian Canal. In 1902 Mr. Cannon was again sent to Congress, this time from the Eighteenth Illinois District, having in the meantime removed to Danville. In November, 1903, he was elected Speaker of the House to succeed David B. Henderson. The administration of that important post came to him at a time when, under the strict rules which had given Thomas B. Reed the sobriquet of "Czar," it had assumed its most autocratic aspect. It was by some held to be the most powerful office in the government, in many respects surpassing that of the President. The Republican party was accused of using this power as a reactionary force, and in preventing progressive measures by a policy of "stand-pattism." This condition resulted in a peculiar political division, a portion of the majority siding with the Democrats in their "revolt" against the Speaker's power and the tactics of the conservative element. This portion became known as "insurgents" and formed the nucleus of the Progressive party, which made Theodore Roosevelt its standard-bearer in 1912. A considerable abrogation in the Speaker's power was the outcome (see CLARK, CHAMP) and the Democrats having returned a majority to Congress in 1910, Mr. Cannon was defeated for re-election as Speaker. He retired from active politics at the end of the Sixty-second Congress. Mr. Cannon was held in high esteem by the leaders of his party and in the National Convention of 1908 he



Albert H. Veeder

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Mr. Pegram married at Barrie, Ont., 8
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VELDER, Albert Henry, lawyer
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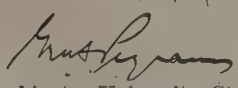
by the federal

received fifty-eight votes for President. He has been a distinctive figure in American politics. A man of the solid, plain "common-sense" type, his homely comments, brimming with unadorned sagacity and quaint humor, have earned for him the sobriquet "Uncle Joe." Frank in his conservatism, with the courage of his convictions, the honesty of his purposes has not been questioned even by his enemies. He is of the sturdy race of statesman, which is passing away, but to which the country in a large measure owes its material success. Mr. Cannon married in 1862, Mary P. Reed, of Canfield, Ohio, by whom he had two daughters.

PEGRAM, George Herndon, civil engineer, b. at Council Bluffs, Ia., 29 Dec., 1855, son of Capt. Benjamin Rush and Mercy Adelaide (Robbins) Pegram. He represents one of the oldest Virginia families. His paternal great-great-grandfather, Edward Pegram, was a captain in the Revolutionary War and his great-grandfather, John Pegram, was major-general of the Virginia militia in the War of 1812. His father, a native of Petersburg, Va., was owner and operator of steamboats on the Mississippi River. He was graduated at Washington University, St. Louis, in 1877, with the highest s ndard that had ever been attained there. During that year he was employed in the engineering force on the location and construction of the Utah and Northern Railway in Idaho. In 1878 he became principal assistant to C. Shaler Smith, the noted bridge engineer; and in May, 1880, became chief engineer of the Edgmoor Iron Company of Wilmington, Del., then the largest bridge works in the world. In 1886 Mr. Pegram resigned to travel in Europe, and subsequently opened an office in New York City as consulting engineer. Three years later he became consulting engineer of the Missouri Pacific Railroad System, and in 1893 chief engineer of the Union Pacific System, which was composed of a large number of railroad lines aggregating over 9,000 miles. During this period he was consulting engineer of the Pioneer Electric Power Company in the construction of the plants at Ogden and Salt Lake City, Utah. In 1898 Mr. Pegram accepted the position of chief engineer of the Manhattan Elevated Railroad of New York City, then contemplating large extensions, and the adoption of electric motive power. He still holds the position. In 1886 he designed the Kansas City Elevated Railroad, embodying an invention for which a patent was granted; in 1889 he built the first bridge of a new patented type, known as the "Pegram truss," of which a large number have been constructed; in 1890 he designed and built a combined highway and railway bridge across the Arkansas River at Fort Smith, Ark.; in 1891 he erected the bridges of the Houston Central, Arkansas and Northern Railway across the Onochita, Little and Red Rivers in Louisiana; in 1892 he designed the train-house of the Union Station, St. Louis, Mo., at that time the largest in the world, and it was subsequently adopted on the Boston Union Station. In 1894 he rebuilt, in one season, the bridges of the Oregon Short Line in Idaho, aggregating over a mile in length. In 1895 he designed the steel pipe line of the Pioneer Electric Power Company at Ogden, Utah. This pipe is six feet in diameter and sustains a 500-foot head of water. Special machinery, on which patents were granted, was invented to rivet it up by power in the trench. Mr. Pegram is the author of a paper on "Formulas for the Weights of Bridges," published in the "Transactions of the American Society of Civil Engineers" in 1886, besides contributions to the technical discussions in societies and the press. He was president of the Technical Society of Omaha and of the Alumni Association of Washington University. He is a member of the American Society of Civil Engineers; the Engineers' Club of New York; Engineers' Club of St. Louis; Academy of Science of St. Louis; and the Technical Society of Omaha. Mr. Pegram married at Barrie, Ont., 8 Sept., 1897, Jessie Mirrieless, daughter of Dugald Crawford, a merchant of St. Louis.



VEEDER, Albert Henry, lawyer, b. in Fonda, N. Y., 1 April, 1844; d. in Chicago, Ill., 13 July, 1914, son of Henry and Rachel (Lansing) Veeder. His earliest American ancestor, Simon Volkertse Veeder, alias de Bakker, emigrated to this country from Amsterdam, Holland, in 1652, and located at New Amsterdam, now called New York. The line of descent is traced through his son, Volkert and Jannitse (Schermerhorn) Veeder; their son, Johannes; their son, Abraham and Sarah (Vedder) Veeder, and their son, Albert and Nancy (Ecker) Veeder, who were the grandparents of the subject of this sketch. His great-grandfather, Lieut.-Col. Abraham Veeder, served with distinction in the Revolutionary War. Albert H. Veeder was prepared for college in the elementary and high schools of Fort Plain, N. Y., and at the age of twenty-two years was graduated at Union College, Schenectady, N. Y., with the degree of M.A. Subsequently he became superintendent of schools in Galva, Ill., where he read law in the office of John I. Bennett. In 1868 he was admitted to the bar, and began the practice of his profession in Galva, Ill. Here he continued successfully until 1874, when he removed to Chicago, Ill. Later he was chosen attorney for the town of Lake, a suburb of Chicago, which position he filled for many years. In 1885 he became general counsel of Swift and Company, and continued to act as legal adviser of this concern and its affiliated companies until his death. He took a leading part in the organization of the National Packing Company and in the litigation against the large packing companies under the federal and State anti-trust laws. He was prominently identified with the cases growing out of the prosecutions of the packers by the federal

government under the Sherman Act, in 1905 and 1911, both of which cases resulted favorably to the packing companies. Mr. Veeder's executive ability and diversity of talent were shown in no way more clearly than by his admission to membership in many industrial and commercial establishments. He was a director in Swift and Company, St. Louis National Stock Yards Company, San Francisco Stock Yards Company, Consumers Cotton Oil Company, Libby, McNeill and Libby, Chicago, Junction Railway Company, Union Stock Yards Company, and St. Joseph Stock Yards Company. His energy was not confined to his profession, for he was an active member of numerous civic organizations devoted to the interests of Chicago and its people. He was a man of strict integrity, sound judgment, strong and cultivated intellect, vigorous character, and conversant with and interested in all the great questions of the day. He maintained a reputation for zeal, self-sacrifice, and devotion to duty, showing at all times masterful leadership by respect for the rights and opinions of others. Among the social and fraternal organizations with which he was connected are the Chicago Club, Chicago Athletic Club, University Club, and the Midday Club. He was a thirty-second degree Mason, a Knight Templar, and a member of the Mystic Shrine. On 15 Aug., 1866, Mr. Veeder married Helen L., daughter of Rev. Isaac G. Duryee, of Schenectady, N. Y., and they had four children: Henry, Albert H., Jessie, and Paul L. Veeder.

CLARK, Champ, Congressman, b. in Anderson County, Ky., 7 March, 1850, son of John Hampton and Aletha Jane (Beauchamp) Clark. His maternal grandfather was James T. Beauchamp, a member of the Kentucky legislature. After attending the public schools, and in the later years working at farm labor and clerking in a country store, he taught school. He saved enough of his earnings to send him to college and after a time in Kentucky University he entered Bethany (W. Va.) College, where he graduated with highest honors, and as Latin salutatorian in 1873. Teaching again became his profession. For two years he was president of Marshall College, the first normal school in West Virginia, being the youngest college president in the country, and after his removal to Louisiana, Mo., he became principal of the high school. Meantime he was graduated LL.B. from the Cincinnati Law School, and in 1876 entered upon the practice of law in Louisiana, Mo., serving as city attorney there during 1878-80 and for one year at Bowling Green, Mo. (1880-81), where he has since continued to reside. In 1879 he became editor of the Riverside "Press," which he conducted for two years, as an advocate of the principles of the Democratic party. In 1880 he served as presidential elector. He then became assistant prosecuting attorney of Pike County, Mo., and after four years was elected prosecuting attorney, serving from 1885 to 1889. In the latter year he was sent to the State legislature, where he was chairman of the Committee on Criminal Jurisprudence. He became a candidate for Congress in 1892, and elected by a large plurality became a member of the Fifty-third Congress (1893-95). He failed of re-election in 1894, but returned to the Fifty-fifth Congress; he has represented the Ninth Missouri District in the national house continuously to the present time (1917). In 1902 he became a member of the Committee on Ways and Means, and in December, 1908, was the unanimous choice of his party for minority leader to succeed John Sharp Williams. The Democratic nominee for Speaker in 1909, he was elected to that position after the return of a Democratic majority in 1910. On the floor of the House he advocated free silver, opposed the annexation of Hawaii, advocated reciprocity with Canada, and vigorously opposed the Dingley and Payne tariff bills. As Speaker his methods are in strong contrast to those of his predecessor (Joseph G. Cannon), being liberal and in accord with the broader and more democratic rules adopted by the House in 1910, the essentials of which are the appointment of committees by bi-partisan committee, the abrogation of arbitrary powers of the Speaker, and freer recognition of minority speakers. Mr. Clark has been a prominent figure in national campaigns, and by virtue of his unusual rhetorical powers has become a popular favorite among party leaders. In 1904 he was permanent chairman of the Democratic National Convention and chairman of the committee to notify the presidential candidate (Alton B. Parker). In 1912 he was one of the leading candidates for President, and for a time his selection by the Baltimore Convention seemed assured. But the support of William J. Bryan, who was an instructed Clark delegate from Nebraska, thrown to Woodrow Wilson, having made his nomination impossible, he finally withdrew in favor of the latter, though during a prolonged deadlock he was in the lead, receiving 536 votes on the tenth ballot against 330 for Wilson. In the ensuing campaign he supported the party's candidate, and, re-elected to Congress, was again elected Speaker of the House. He took a prominent part in the tariff revision (see UNDERWOOD, OSCAR W.), and the currency legislation enacted during the special session of 1913. Since 1894 Mr. Clark has lectured frequently at various assemblies on such subjects as "Picturesque Public Men," "Richer than Golconda," a lawyer's defense of religion, "Aaron Burr," "Border Heroes," "The Orator Paramount" (Daniel Webster), and "The Great Missourian" (Thomas H. Benton). He was vice-president of the Trans-Mississippi Congress at Denver. He received the degrees of A.M. and LL.D. from his alma mater in 1874 and 1907. In 1881 he married Genevieve, daughter of Joel D. Bennett, of Callaway County, Mo., and has a son and a daughter.

VIAL, George McNaughten, manufacturer, b. in Lyons Township, Cook County, Ill., 15 Feb., 1850; d. in Chicago, Ill., 5 March, 1915, son of Samuel and Margaret (McNaughten) Vial. His paternal grandfather, an Illinois pioneer, and a member of one of the oldest families of Massachusetts and Rhode Island, removed, in 1833, to Illinois, where his family joined him in 1834. The first man bearing the name Vial, of whom we have record, in America, was John Vial, who died about the year 1685. His son, Jonathan Vial, who died in 1724, was the father of Joseph Vial whose

George M. Vial

son, Sylvester Vial, was the father of Joseph Vial, the Illinois pioneer. His son, Samuel Vial, the father of George M. Vial, was born in Orange County, N. Y., 25 July, 1819, and followed his father to Cook County, Ill., in 1834. He married 19 Nov., 1846, Margaret, daughter of George McNaughten and a native of Aberdeenshire, Scotland. Samuel Vial was occupied in farming south of La Grange, Ill., until 1874, when he retired, and thereafter made his home in La Grange. He died 17 Oct., 1911, at the venerable age of ninety-two years—probably the oldest continuous settler in the county. George M. Vial was the second in a family of five children, three of whom are still living. He was reared on his father's farm and acquired his early education in the neighboring public schools. When a lad of eighteen, not entirely satisfied with farm duties and requirements, he went to Chicago to find something more to his taste, and possibly more profitable. There he secured employment with H. M. Hooker in the paint and glass business. After a few years in this connection, he returned to the farm, but in January, 1880, he re-entered the employ of Mr. Hooker. From this time he gradually rose through the various grades of service by his ability and trustworthiness. When the H. M. Hooker Company was incorporated in 1899, he became a shareholder, and when Mr. Hooker retired from the presidency, in January, 1908, was elected to succeed him in that office. The business of the company grew from a small beginning to one of the most extensive in its line. Mr. Vial displayed marked executive ability in the administration of its affairs, holding the presidency until the time of his death. After 1895 he turned considerable of his attention to the upbuilding of the Chicago White Lead and Oil Company. The H. M. Hooker Company, having purchased this enterprise at that time, made Mr. Vial secretary and general manager. Before his death he had seen it more than treble its business. Mr. Vial was also a director of the La Grange State Bank; president of the Chicago Paint, Oil and Varnish Club in 1901-02; president of the National Paint, Oil and Varnish Association, in 1901, and one of the best known paint men in the country. From his logical and well-ordered mind have sprung many ideas and plans which are in common use today in the paint and oil industries, and operate for the public at large. He was never willing, however, to assume the titles and honor of leadership, and always refused to take the personal credit for results he was mainly instrumental in achieving. Mr. Vial was possessed of a charming personality, a determined spirit, and indefatigable energy, combined with a resourcefulness that carried to a successful issue everything that he undertook. His judgment and discernment were rarely at fault, and even during the last months of his life, when he endured much physical suffering, his mind was as alert and active as ever, and this was true to the last. He was a man of strong convictions, modified by regard for the opinions of others, his initiative and energy made him everywhere a power, yet, never self-seeking, he welcomed leadership only that he could effectively serve his fellow men. Mr. Vial was always a useful and influential citizen of La Grange, Ill., having served as president of the board of education; director of the public library; director of the Chicago City Missionary Society; president of the Chicago Congregational Club, and moderator of the Illinois Congregational State Association, in 1909. He was a member of the First Congregational Church, of La Grange, Ill., and one of the most influential Congregational laymen in the United States. In 1913 he was elected by the National Council as a member of the Commission on Missions. Mr. Vial was also a member of the La Grange Country Club, the Chicago Congregational Club, and the Union League Club of Chicago. On 15 Sept., 1874, he married Emma Frost, daughter of Henry Butler Goodrich, of Morris, Ill. They had six children, three of whom, Mary Morris, Mercy Grace, and Charles Henry Vial, are still living.

HESTER, William, publisher, b. in Poughkeepsie, N. Y., 7 Dec., 1835, son of Samuel Wood Hester. His mother was a sister of the late Isaac Van Anden, founder and proprietor of the Brooklyn "Daily Eagle." His grandfather was Thomas Edward Hester, a native of Oxford, England, who came to New York in 1797. William Hester was educated at the public schools in Poughkeepsie and at the Rhinebeck Academy. At the age of seventeen he came to Brooklyn where he obtained a situation on the Brooklyn "Daily Eagle," which his uncle had established in 1841. Under the primitive conditions prevailing at that time in every newspaper office, he learned the trade of a printer which he pursued until an opportunity was offered to enter the business department. His advancement had been retarded rather than helped by his relationship to Isaac Van Anden who on one occasion, at least, had shown that he would not be swayed by family considerations in making promotions. His promotion to the office was therefore dictated by a sincere conviction that the change was not only deserved but would also be of service to the "Eagle." Assuming constantly enlarging responsibilities, William Hester remained in the business office of the "Eagle" until 1870 when the control of the paper was temporarily relinquished by Isaac Van Anden who became one of the police commissioners for Brooklyn. The new interests which had taken over the "Eagle" from Mr. Van Anden had asked William Hester to remain with them, but he preferred to follow his uncle into the police department where he was appointed cashier. The connection of both with the police department was brief because public dissatisfaction with the conduct of the "Eagle" under its new management made easy and inviting a re-establishment of the Van Anden régime. When this took place William Hester became a stockholder in the "Eagle" with prospects plainly indicating his ultimate accession to full control. He was appointed business manager, a position he held in 1875 when Mr. Van Anden's death left the entire management of the "Eagle" in his hands. Colonel Hester was well equipped by experience and knowledge to render valuable service and his choice as publisher and, in January, 1876, as president of the Eagle Corporation, followed as a matter of course.

Under his presidency the "Eagle" has developed into a newspaper of national importance. He has directed its growth from a small office to one of the largest and most modern newspaper buildings in the United States. Its increase in influence, in quality, in size, in mechanical equipment, in circulation, in advertising and in bureau and branch office enterprise has been identified with the period of his control. Colonel Hester has always taken a great interest in public questions and movements, particularly those affecting Brooklyn where, through the "Eagle," he has been responsible for the solution of not a few vexing problems, notably that arising from the proposal to widen Livingston Street. He has not been active in politics, although in 1882 he was unsuccessfully a candidate for Congress on the Democratic ticket. In 1886, while visiting Europe, he was appointed by Mayor Whitney commissioner of public parks, but, after a long vacation, the necessity of a closer application to business compelled him to decline. Colonel Hester, in 1854, served as a member of the old volunteer fire department of Brooklyn, and three years later his connection with the State militia began as a member of Company A, Fourteenth Regiment. On 3 Jan., 1875, Governor Tilden appointed him quartermaster with the rank of lieutenant-colonel in the second division of the National Guard of the State of New York in which he served for more than five years under Generals Dakin and Jourdan. Colonel Hester is a man of strong character, aggressive in the support of his convictions, but generous and considerate in his treatment of all with whom he comes in contact. He is endowed by nature with conspicuous business talent and a keen insight into human nature, and is a representative type of upright citizen and man of affairs. Beside the presidency of the "Eagle" which he has held since 1876, he is a director in the Eagle Warehouse Company; a trustee in the Brooklyn Trust Company; a member of the Brooklyn and Hamilton Clubs of Brooklyn; the Metropolitan Club and New York Yacht Club of New York; the Nassau Country Club; the New York Chamber of Commerce, and the Pilgrims Society.

BANGS, George Archer, lawyer, b. in Le Sueur, Minn., 8 Nov., 1867, son of Alfred Walstein and Sarah D. (Plowman) Bangs. His earliest American ancestor was Edward Bangs, who came to this country from England in the ship "Anne," in 1623, and landed at Plymouth. His father was an attorney-at-law who gained considerable prominence during the early days of Minnesota and North Dakota. George A. Bangs acquired his early education in the public schools of his native town and the high school at Grand Forks, N. D. Here, also, following his father's example, he studied for the bar, and began practicing law, in 1893, with C. J. Fisk, now chief justice of the State Supreme Court. From 1899 to 1901 he was local city attorney and during various periods, up to the present time, he has been chief counsel for the North Dakota house of representatives. During his practice at Grand Forks, Mr. Bangs has been engaged in most of the cases in the local courts involving matters of state-wide interest. He was the attorney in charge of the proceedings which set aside the notorious Capitol Commission Bill, under which an attempt was made to dispose of the State lands, and construct a capitol and an executive mansion on plans that were widely criticized. He has been attorney, on one side or the other, in practically all of the county seat and division litigation arising out of the rapid development in the western part of the State, including the Ward County division and the organization of Burke and Renville Counties; the organization of McKenzie County, the division of McLean County and of Billings County, the organization of Golden Valley County, and the location of the county seats of Pembina, Rollette, Burke, Mountrail, McKenzie, and Sheridan Counties. Mr. Bangs is also the attorney for the Joint Drainage Boards of Bottineau and McHenry Counties, in the straightening, widening, and deepening of the Mouse River channel, operations on which extended from some ten or fifteen miles into Canada and resulted in the reclamation of more than two million acres of land. In 1911, when the State house of representatives impeached the Hon. John F. Cowan, judge of the Second Judicial District, Mr. Bangs was selected by the board of managers as chief counsel to handle the proceedings before the senate, the trial lasting some forty days. Mr. Bangs has collected one of the largest and best selected law libraries in the Northwest, consisting of more than 6,000 volumes, with approximately 2,500 additional volumes in his private miscellaneous library. In 1904 he was chairman of the special commission appointed by the Supreme Lodge of the Knights of Pythias for the reorganization of its insurance department, and reported, two years later, suggesting plans upon which the society was re-rated and is now successfully operating, its cash investments having increased within ten years from practically nothing to approximately $9,000,000. As a result of this service Mr. Bangs was invited to address the National Association of Insurance Commissioners of the various States, at Richmond, Va., in 1907. Mr. Bangs is now recognized as one of the foremost members of the profession in the Northwest. He is a member of the North Dakota Bar Association, as well as of the American Bar Association. On 1 Oct., 1889, Mr. Bangs married Maria A. Griggs, who died in 1891. On 8 July, 1895, he married Zenia A. Gillbreack, who died in 1912. He has one son, Donald A. Bangs.

BANGS, Tracy Rollin, lawyer, b. in Le Sueur, Minn., 29 April, 1862, son of Alfred W. and Alena M. (Baker) Bangs. His father

Joseph G. Butler Jr.

1870 he resumed his manufacturing enterprise
at Joliet, Ill., as the senior partner of Swan
& Swan, a hardware firm, consisting of him-
self and James A. Swan. He continued in this
[illegible] until the date of his final retirement
[illegible] 1882, when the firm was dis-

[illegible] that date he
[illegible] Naples,
[illegible] 1856. An
incident of [illegible] during his
residence in Naples was the [illegible] of John
H. Surratt, for whose capture a reward had
been offered as an accomplice of John Wilkes
Booth, the slayer of President Abraham Lin-
coln. Surratt had escaped from America and
found refuge in Naples, whence he had fled to
Alexandria, Egypt, but was apprehended by
Mr. Swan, who cabled the authorities at Alex-
andria and [illegible]

U. S. attorney for the district of North Dakota, after which he returned to his large and

[illegible] as a member of the law
Notcher and Hamilton. Mr.

[illegible] and
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[illegible]er, and a man of [illegible]
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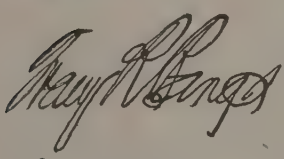
clerk." After
office, he was

was a successful lawyer, and his descent was traced from Edward Bangs, who came to this country from England in 1623. Mr. Bangs was educated in the public schools of his native town and began his legal career in August, 1885, in his father's office. He seemed to have a special adaptation for law practice, and what he lacked in knowledge of detail he made up in tact and perseverance. Soon after he was appointed city attorney, in Grand Forks, N. D., and later state's attorney, in which office he displayed unusual wisdom and executive ability. He served for many years as U. S. attorney for the district of North Dakota, after which he returned to his large and profitable practice as a member of the law firm of Bangs, Netcher and Hamilton. Mr. Bangs is esteemed for his characteristics of courtesy and affability. Though quiet in demeanor, he is respected for his sturdy integrity and unflinching devotion to his responsibilities. Mr. Bangs has always been interested in educational matters, and is chairman of the committee of trustees of the university of North Dakota. He was supreme chancellor of the Knights of Pythias in 1902-04, and is a member of the Commercial Club of Grand Forks, N. D., and of the Minneapolis Club of Minneapolis, Minn. On 15 June, 1887, he married Jessie L. Campbell, of Grand Forks, N. D. They have two children.



SWAN, Frank, manufacturer and diplomat, b. in Columbus, Ohio, 2 May, 1833; d. in Stamford, Conn., 9 June, 1915, son of Joseph Rockwell and Hannah Ann (Andrews) Swan. He was descended from a long line of distinguished ancestors, of whom the first in America was Joseph Swan, a native of London, England, who emigrated in 1760, and made his home in Wallingford, Conn., where the family lived for many generations. Mr. Swan's father was one of the most prominent members of the Ohio bar, a gifted lawyer, and a man of marked ability, who for the ten years between 1850 and 1860, a period covering a troubled part of our national history, was presiding justice of the Supreme Court of Ohio. Frank Swan spent his boyhood in Columbus, where he attended public and private schools. He decided upon a business career, and, in 1855, started out independently in the manufacture of hardware and tools. He continued in this enterprise most successfully for the next five years, thereby gaining much valuable knowledge of men and business methods. But in 1860 his health became a matter of such concern that he was obliged to retire from business altogether. In 1870 he resumed his manufacturing enterprise in Joliet, Ill., as the senior partner of Swan and Swan, a hardware firm consisting of himself and James A. Swan. He continued in this same line until the date of his final retirement from business, 1882, when the firm was dissolved. During this time the company of Swan and Swan had become an important factor in its special line of industry, and Mr. Swan was not only widely known as a keen, successful business man, but as one of the most notably able and public-spirited citizens of the Middle West. At the beginning of the Civil War and during the critical years that followed, the country had need of the services of men who had shown themselves possessed of the qualifications of ability, integrity, and judgment to administer its important affairs abroad. In 1862 Mr. Swan was chosen to represent the United States as chief attaché of the Embassy at Paris. This post he held with honor from 1862 to 1864. At that date he was made United States consul to Naples, Italy, and filled that position until 1866. An incident of great historical interest during his residence in Naples was the capture of John H. Surratt, for whose capture a reward had been offered as an accomplice of John Wilkes Booth, the slayer of President Abraham Lincoln. Surratt had escaped from America and found refuge in Naples, whence he had fled to Alexandria, Egypt, but was apprehended by Mr. Swan, who cabled the authorities at Alexandria and caused his arrest. Mr. Swan was twice married, first, in Chicago, in 1872, to Mary, daughter of Jeremiah Ralston, who died 31 May, 1886; second, in 1889, in Stamford, Conn., to Sophie, daughter of Capt. Charles Windle, of Stamford. One son, Joseph R. Swan, a member of the law firm of Swan, Moore and Danforth, of New York City, was born of the first marriage.

BUTLER, Joseph Green, Jr., ironmaster, b. at Temperance Furnace, Mercer County, Pa., 21 Dec., 1840, son of Joseph Green Butler (1815-93) and Temperance, daughter of Jacob Orwig. His earliest paternal American ancestor was Thomas Butler, of Carlisle, Pa., grandson of the ninth Earl of Duboyne. He received his education in the public school at Niles, Ohio, to which place his parents had removed in his early childhood, and at Duff's College (commercial), which he attended for a brief period in 1857. Mr. Butler began his business career as a clerk at the age of thirteen in the company store of James Ward and Company, at Niles. From 1856 to 1858 he served as shipping clerk in the iron mill operated by the same firm. He says: "The first real service I rendered was in preparing a table to avoid the waste in rolling. I discovered that it was the custom to make the piles of muck bar and scrap by sort of guesswork. I compiled a table which made a great saving; that is to say, when the bar or tire was rolled out, the lengths would be just about right and there would be very little waste, where prior to that there had been very great waste and loss. I think this was really the turning point; my employer saw that I could be of some use outside of the ordinary duties of a shipping clerk." After three years in the shipping-office, he was promoted to the position of

bookkeeper. Following this, he became manager of the financial end of the business, and retained that position for some time. From 1863 to 1866 he was the representative of Hale and Ayer of Chicago, at Youngstown, Ohio; from 1866 to 1878 he was manager of the Girard furnace at Girard, Ohio; from 1878 to 1912 he was general manager of the Brier Hill Iron and Coal Company at Youngstown, and has filled that office until the present time. Quoting Mr. Butler again, "I have always felt rather proud of the fact that Brier Hill has, in a way, been a training-school. Julian Kennedy, the eminent engineer the world over, soon after he graduated from Yale University, came to Brier Hill and did his first work, going from Brier Hill to the Carnegie plant at Pittsburgh." Among others whom Mr. Butler named in this connection are: Frank B. Richards, W. B. Schiller, R. C Steese, E. L. Ford, C. A. Meissner, and H. H. Stambaugh. Mr. Butler and the late President McKinley were schoolmates at Niles, where the homes of their parents adjoined. Thus, Mr. Butler's relations with McKinley were personal and intimate until the close of McKinley's life. In his youth he had saved McKinley from drowning, and both were rescued from their peril by Jacob Shealer. It is natural, therefore, that a warm and enduring friendship should have existed between the two men as it had existed between the two boys. Senator Hanna found, in the preconvention campaign, a co-laborer no more efficient than Mr. Butler, whose influence was a powerful factor in the nomination of his schoolboy chum. Mr. Butler originated the plan of the McKinley memorial which is to be erected at Niles, McKinley's birthplace, and organized the "National McKinley Birthplace Memorial Association," which was incorporated by Act of Congress and approved by President Taft, 4 March, 1911. Its object is declared in this act of incorporation to be "to perpetuate the name and achievements of William McKinley, late President of the United States of America, by erecting and maintaining in the city of Niles, in the State of Ohio, the place of his birth, a monument and memorial building," the latter to contain a hall of peace, a relic room, Grand Army room, a library and auditorium. The incorporators named in the act are: Joseph G. Butler, Jr., Myron T. Herrick, J. G. Schmidlapp, John G. Milburn, and W. A. Thomas. The money for the erection of this Memorial has been provided, largely through Mr. Butler's influence with patriotic and philanthropic people of the country. On the evening of 21 Dec., 1910, some of the life-long friends and business associates of Mr. Butler gathered at a dinner at the Union Club in Cleveland, Ohio, on his seventieth anniversary. It was a spontaneous gathering, guests being present from the East and West as well as from his home at Youngstown. On this occasion one of the speakers said of Mr. Butler: "He is not only a manufacturer of pig-iron and an organizer, but he is a great discoverer as well. When the U. S. Steel Corporation was formed, and our friend, Mr. Schwab, here, announced that he had corraled most of the available iron ore mines in the country, Congress was a good deal disturbed for fear that the outside competition would not be able to get enough iron ore. At this juncture, 'Uncle Joe' came to the rescue of the situation, and after a short investigation, discovered hundreds of millions of tons of iron ore lying scattered loosely about the country in most of the states of the Union and thus dispelled the fear." The speaker had in mind an exhaustive report made to the Senate Finance Committee by Mr. Butler, on the iron ore question. Mr. Butler was the guest of honor at a luncheon given by the president and directors of the International Peace Forum in the Waldorf-Astoria, New York City, 19 Feb., 1913. In his introductory remarks the president of the Forum, the Rev. Dr. John Wesley Hill, said of Mr. Butler: "He is an ironmaster and a patriot, a hard-headed business man and a big-hearted philanthropist; and the International Peace Forum takes great pleasure in endorsing the McKinley Birthplace Memorial, which is to enshrine and perpetuate the thought of Peace. We are honored by the presence of Mr. Butler. He was a schoolmate of William McKinley, rescued him from drowning, one time, I believe, played with him in the streets and the fields, studied by his side in the schoolhouse, attended the sanctuary with him, thought with him, planned with him, and wrought with him up to his early manhood days—a friendship developing between them which grew more beautiful and fruitful with the passing years. It is appropriate that such a man, one so near William McKinley, who knew him and loved him and appreciated him, perhaps more, because he was with him more than almost any other man outside of public life, should be a leader in this movement to memorialize the martyred President." Mr. Butler is a public-spirited and progressive citizen. He has served his country, his State and his city so well that his name is a synonym for business probity and sterling integrity. Mr. Butler gives largely to charity. He has never denied the appeal of any worthy cause. He was instrumental in the purchase of the Washington Ancestral Home in England, which will thus become a shrine to preserve forever the memory of Washington in the land of his progenitors. Mr. Butler has published the "Life of McKinley" (1901); "Presidents I Have Seen and Known" (1909); and has prepared for publication: "My First Trip Across the Continent" (1904), and "My First Trip Abroad" (1908). He is the owner of a valuable collection of original portraits and Indian pictures. Mr. Butler is one of the foremost men of the State of Ohio. He is prominently identified with the St. Elizabeth's Hospital of Youngstown. He was a member of the city council for three terms (1868-78-88), a member of the board of health for six years, and president of the Youngstown Chamber of Commerce for five successive terms. In 1900 he was a delegate to the Republican National Convention at Philadelphia, which nominated McKinley and Roosevelt. He is a member of the Duquesne Club, Pittsburgh, Pa., the Union Club, Cleveland, Ohio, the Youngstown Club, Youngstown, Ohio, the Country Club, Youngstown,

Ohio, the National Geographical Society, the American Institute of Mining Engineers, the American Mining Congress, the American Academy of Political and Social Science, the Mahoning Valley Historical Society, the Friars' Club, New York; a member and director of the American Iron and Steel Institute, and a member of the Ohio Society of New York, and the Pennsylvania Society of New York. Mr. Butler married 10 Jan., 1866, Harriet Vorhees Ingersoll. They have three children: Henry A. (1873), Blanche, Mrs. E. L. Ford (1868), and Grace, Mrs. Arthur McGraw (1869).

HEWITT, Henry, Jr., lumberman, b. in Lancashire, England, 22 Oct., 1840, son of Henry and Mary (Proctor) Hewitt. When he was one year old, his parents emigrated to this country, settling in Racine, Wis. His father was a successful contractor, who built up a section of the Illinois and Mississippi Canal, near Chicago, and later associated himself with Alexander Mitchell in building the Milwaukee and St. Paul Railroad.

Henry Hewitt, Jr., was educated in the public schools of Kaukana and Menasha, Wis., and at Lawrence University, where he remained six months. When scarcely more than a boy he contracted to build a lock and dam for the Fox and Wisconsin Canal Company, receiving a large portion of timber land as payment for his services. His father had previously acquired a large tract of timber land, and at the age of eighteen, Young Hewitt decided to cruise the timber. He was a capable and energetic young man and his father fitted him out with teams and other necessary hauling equipment. Two years later, at the age of twenty, he contracted to build a lock and dam at Portage, Wis., but because of the tightness of the money market, he accepted in pay, cattle, hogs, and a grant of land. He acted upon the economic truth that money is merely a medium of exchange, and whenever there was a scarcity of money, he took commodities which are usually cheap at such times. He continued to work as a lumber cruiser until 1866, when an accident compelled him to give up physical labors. Notwithstanding this handicap he bought timber as opportunity offered and his means permitted. From 1866 to 1876 he was cashier in the First National Bank of Menasha, Wis., of which his father was the organizer and principal stockholder. At the end of that time his interests in timber and mineral lands had become so numerous and scattered, extending into Michigan, Missouri, Arkansas, and through Wisconsin, that he decided to devote his entire time to their development. He held at this time more than 100,000,000 feet of pine timber in Michigan, 150,000,000 feet in Wisconsin, besides iron mines in both States. With $380,000 which he realized through the sale of timber lands, in 1888, he went to the Far West, visited Arizona and Mexico, and after a study of the mining conditions in those States, built a smelter at Nogales, Ariz., for reducing ore shipped across the Mexican border. The duty on lead rendered this plant unprofitable, and after inspecting the timber lands of California and Washington he returned home. In company with Col. C. W. Griggs, Addison G. Foster, George Browne and his brother-in-law, Charles H. Jones, he organized the St. Paul and Tacoma Lumber Company, which bought 90,000 acres of standing timber of the Northern Pacific Railroad Company, and in the following year built a mill at Tacoma, Wash., with a capacity of 500,000 feet a day. The company is now the largest lumber concern operating in Washington State. Mr. Hewitt was active in the early development of many Washington cities, among them Everett, Gray's Harbor, Port Garnet, and Coos Bay, being instrumental in securing Eastern manufacturers and capitalists to make investments in the State. Among those whom he interested in his city-building enterprise were John D. Rockefeller, Charles L. Colby, and Colgate Hoyt, of New York, who furnished a large portion of the capital required to establish some of the important industries of the State. During the financial panic of 1893, he opposed the bonding of the city of Everett, Wash., for $1,500,000. Mr. Hewitt is still a large buyer of timber and mining properties, and owns a farm of 6,000 acres in Eastern Oregon. He was the organizer of the Everett Land Company, the Everett National Bank, the reorganized First National Bank of Everett, the Hewitt-Lombard Bank, the Everett Pulp and Paper Company, and many other corporations; president of the Cordova Copper Company, Connelsville Coal and Coke Company, Climax Land Company, Hewitt Investment Company, Hewitt Land Company, and a director and stockholder in the Chehalis and Pacific Land Company, Tacoma Coal and Coke Company, Tacoma Steel Company, and the St. Paul and Tacoma Lumber Company. Following the business depression in this country in 1893, he toured China, Japan, Russia, Australia, Philippine Islands, and the Hawaiian Islands for the purpose of establishing trade relations in lumber with those countries. Mr. Hewitt is an optimistic, companionable business man who dislikes ostentation. His conservative spirit and love for industrial development were revealed during his youth, when he sent a substitute to war, saying: "Building locks is a heap more useful than getting killed. Why be a patriot when you can send five fellows not worth a bean and just as good targets for bullets? War is another durn-fool survival from our fathers." Mr. Hewitt was a charter member of the Union Club, and is a member of the Commercial and Country Clubs, and of the Chamber of Commerce of Tacoma. He has taken an earnest interest in the Y. M. C. A., and contributed liberally toward the erection of the new building in Tacoma. In 1869 he married Rocena L. Jones, at Menasha, Wis., and they have five children.

REEVES, Francis Brewster, banker and merchant, b. in Bridgeton, N. J., 10 Oct., 1836,

son of Johnson and Elizabeth (Riley) Reeves. He is of English ancestry, the descendant of John Reeves, a native of England (b. in 1726), who married Mabel Johnson, and settled in Long Island, N. Y. John's son, Johnson Reeves (b. in 1751), married Zerviah Berreman; and their son, John Reeves (b. in 1778), grandfather of Francis Brewster, married Martha Reeves. His father (b. 1799) was at first an employee and later the manager of an extensive iron cut nail establishment, and afterward became one of Bridgeton's most prominent merchants. Francis B. Reeves attended school in his native town, spending part of his schooldays at "Harmony Academy," where he completed the course in 1852. In April of that year, at the age of sixteen, he entered upon his business career as a clerk in a dry goods store in Bridgeton. He held this position for a few months only, until October, when he resigned to become assistant to a jeweler and watchmaker. This connection he retained until 9 March, 1854, when he began his long association with the institution of which he later became president and leading spirit, the Girard National Bank of Philadelphia. In 1859 he engaged in the grocery business, as the head of the wholesale firm of Reeves, Parvin and Company of Philadelphia, with which enterprise he is still (1917) connected. In February, 1859, Mr. Reeves was also admitted as a member into the old wholesale grocery firm of N. B. Thompson, a historic business house of Philadelphia, organized under the name of Scull and Thompson in February, 1828. Mr. Reeves' keen business sense soon placed the enterprise upon a sound footing, and it has enjoyed unbroken success from that date to the present time. While he is still its senior member the management of the business is now in the hands of the junior members of the firm, of whom Francis B. Reeves, Jr., is the head. Since 1899 Mr. Reeves has been the president of the Girard National Bank. He has not confined his business activities to commerce and banking alone, but is also president of the Philadelphia Belt Line Railway Company, a director of the Chesapeake and Potomac Telephone Company, and occupies a similar relation to the Bell Telephone Company of Pennsylvania. He is a member of the advisory board of the Germantown Real Estate Deposit and Trust Company, and a member of the board and manager of the Germantown Savings Fund Society. He is president of the London Park Cemetery Company, and president of the Druid Ridge Cemetery Company, both of Baltimore, Md. Mr. Reeves has not only been a generous promoter of many important charitable and philanthropic movements but has done much more, in devoting his time and energies to public service, not as a politician, but as a private citizen who has the welfare of his community at heart. As the treasurer of the Thomas W. Evans Museum and Dental Institute, which is affiliated with the University of Pennsylvania, he has rendered valuable aid both in the management of that institution and in the conservation of its resources. In 1881 he was elected chairman of the executive committee of the Municipal Reform Commission of One Hundred of Philadelphia, and acted in this capacity for three years. During the years 1888-90 he served as a member of the city board of education; since 1889 has been a member of the Citizens' Permanent Relief Committee of Philadelphia. In connection with his association with this body Mr. Reeves was commissioned to visit Russia, in 1892, to make personal delivery of the steamship "Conemaugh's" cargo of flour to the Russian authorities as Philadelphia's contribution to the famine sufferers in Europe. He was received in audience by the Emperor of Russia, who recognized his personal service by presenting him with a valuable table service of gold and silver. Mr. Reeves is a Presbyterian by religious affiliation, and is a member of the board of trustees of the General Assembly of the Presbyterian Church in the United States. He is vice-president of the Philadelphia Bourse, and is a member of and actively interested in a number of historical and scientific societies, including the Historical Society of Pennsylvania, Presbyterian Historical Society, American Academy of Political and Social Science, New England Society and New Jersey Society of Pennsylvania. Mr. Reeves is the author of the following books: "Character Building," "The Evolution of Christian Hymnology," and "Russia—Then and Now, 1892-1907." On 26 April, 1860, he married Ellen Bernard, daughter of Newcomb B. Thompson, of Philadelphia, Pa. She died 22 Dec., 1901. They were the parents of six children: Francis B. Reeves, Jr., who married Lillian Primrose; Mary Brown Reeves (wife of George H. Deacon); Alison Cleveland Reeves, who died in 1874; Emily Thompson Reeves (wife of Sidney Williams); Ellen Elizabeth Reeves (wife of Arthur Haines); and Caroline Thompson Reeves, who died in 1894.

WHITE, Thomas, lawyer, b. in Boylston, Mass., 9 Feb., 1804; d. in Brooklyn, N. Y., 23 Nov., 1896, son of Aaron and Mary (Avery) White. His earliest American ancestor was John White, who emigrated from England in 1637, and settled at Watertown, Mass. From him and his wife, Frances, the line of descent is traced through Joseph and Hannah White; Benjamin and Margaret (Nels) White; Moses and Rachel (Davis) White; Aaron and Elizabeth (Cheney) White, and Aaron and Mary (Avery) White. Thomas White was educated in the Leicester Academy and at the age of seventeen became a school teacher. He taught in a district school for two successive winters, but in 1825 began the study of law in the office of Gen. George L. Barnes, of Smithfield, R. I., and at the Harvard Law School. He was graduated LL.B. in 1829. Subsequently he engaged in the practice of his profession in Providence, R. I., where he rapidly achieved distinction, and also attained political prominence. He was city justice for four years, and later occupied the office of police justice for two years. He was also librarian of the Providence Bar Library, and secretary of the board of directors of the Athenæum. In 1840 he removed to New York, where he built up a lucrative law practice, and also became connected with various business enterprises. In 1847 he abandoned the law, and with his brother, Samuel C. White, organized the Thomas and S. C. White

Sulphur Refining Company of Bergen Port, N. J., which, under his management, became one of the largest and most prosperous concerns engaged in the manufacture and sale of sulphur in many forms. Mr. White was a man of broad, cultured mind, and of exceedingly genial manners. He was a keen, intelligent observer of things and persons, and possessed rare executive talents. As a lawyer, his learning was technical, doctrinal, and comprehensive. He was a wise counselor and a formidable adversary in the preparation of a case, his knowledge of authorities and precedents being extremely broad and exact. He possessed, also, a keen sense of the issue and the points to be decided. Mr. White was a man of robust frame, and imposing figure and presence. Decision, firmness, prudence, and perseverance were fully exemplified in his character. He was a generous contributor to all worthy objects, and preserved a lively interest in all the questions of the day. On 2 June, 1841, he married Harriet, daughter of Oliver Sawyer, of Boylston, Mass., and had one daughter, Salome Elizabeth White, who has been active for many years in various movements for the uplift of humanity.

PIEL, Michael, brewer, b. in Stoffeln, Düsseldorf am Rhein, Germany, 29 March, 1849; d. at Lake Parlin, Me., 12 June, 1915, son of Heinrich Hubert and Gertrud (Gispé) Piel. He was descended from an old Rhenish stock of farmers of singular attachment, whose members successively aimed to expand their patrimony of tillable lands. To the original and extensive Stoffeln Farm his father and uncles added the great Mörsenbroich-Düsseldorf tillages, which now border the residential section of the Lower Rhenish financial capitol. Michael was born in an environment of industry, thrift, and enterprise. His early youth was devoted to the farm at Mörsenbroich-Düsseldorf. At the age of eighteen, he began his military service in the Kaiser Alexander II Regiment of the Imperial Guards at Berlin. The Franco-Prussian War of 1870-71 broke out just as he had completed this duty. As he was not, therefore, subject to the call of the Fatherland, his family sought to hold him back. He promptly volunteered, however, and served throughout the war, participating with his regiment in several engagements, the battle of Gravelotte and the siege of Paris. The impressions on the country boy of his years of service at Berlin, which had already begun to modernize its industries, lingered and served constantly to stimulate his natural gifts of invention. While for several years after the war, true to the family tradition, he worked at Mörsenbroich with his elder brother, he continually sought expression for his native talents. The arduous discipline of farm-labor from sun-up to sun-down,—valuable preparation though it was for the early trials of his later life career—could not check his inventive spirit. Gradually, making the most of his opportunities on the farm, his successes won him away from the family calling. In the creation of new rose-cultures and, particularly, in the perfection of a new and highly productive breed of bees, for both of which, after but two years of experimentation, he was voted the government's highest awards, he found the encouragement he needed for the growing determination to carve out his own future. It was, however, his invention of a centrifuge for the extraction of honey, awarded special governmental recognition and immediately adopted into general use, that decided him. As the protégé of a machine manufacturer, he visited the industrial centers of the progressive Rhineland and soon chose the ancient German industry of brewing as the one offering the best opportunity for his talent of applying machinery to natural processes. He found a fertile field. The new science of modern refrigeration had just come into practice, and the suggestions which it offered in his chosen field fascinated him. He began his novitiate in the old-style subterranean cellars at the breweries of Dortmund, Westphalia. In 1883, his apprenticeship ended, he welcomed the call of a younger brother, Gottfried, then already established as an export merchant in New York, to found with him in East New York, at its present site, a typically German brewery, to be conceived on modern and scientific principles. The brothers, as a partnership, secured title to a small old-style brewing plant, then in disuse, and found the problem to convert it to newer ideas a fight against tremendous odds. At the outset, Michael was its brewer, superintendent, and engineer, his accumulated experience fitting him admirably for the multiplicity of his duties. In the early days of the converted plant, Michael found that his hours were from four o'clock in the morning till ten at night. At last, in 1888, the ability of his brother as the financial head of the firm and the excellence of his own products assured success and the long struggle was won. The country which had offered him his opportunity for success he gladly and promptly adopted as his own, being admitted to citizenship in 1888. The enterprise prospered and the partnership became a corporation in 1898, with an established business of national reputation. The popular demand for the products of the plant, —then a novelty in the American brewing industry: a typical German beer,—necessitated enlarged facilities. A new era began. The acquired plant was demolished and a new plant, offering Michael the long-sought opportunity for the application of his talents, was erected. Subterranean cellars made way for a building of cellars above surface, under modern refrigeration. The plant, completed, represented a new achievement in brewing construction; it continues to serve as a model of the German-type plant. New principles were easily adopted by him and many ideas of his own creation were applied. Continued success justified this enlargement of facilities, and twice more during his lifetime the plant was expanded in size and facilities. The brewery's reputation spread abroad, and for years brought brewing academicians, experts, and scientists from Europe and South America to note his work. Many of his ideas were copied abroad. The plant enjoyed the distinction, as the result of Michael's constant scientific advances in his field, of the continued exchange with European authorities of German brewing ideas, a unique achievement for an American manufacturer. He retired from active management as the technical head of the corporation in 1900, devoting his last years to the

acquisition of German paintings of hunting scenes. He was an enthusiastic sportsman, and was particularly devoted to hunting, fishing, and yachting. In 1901 he acquired the Parlin Farm, situated in a basin of the Maine Boundary Mountains, on the Quebec-Portland Highway, on the line of Arnold's Retreat. It is recognized as one of the most attractive residences of the State. He married 19 March, 1882, Maria Gertrud, daughter of Josef and Agnes (Holz) Herrmann, at Bochum, Westphalia. His widow and nine children survived him.

LEVINSON, Salmon Oliver, lawyer, b. at Noblesville, Ind., 29 Dec., 1865, the son of Newman David and Minnie (Newman) Levinson. His parents were born in Germany and settled permanently in Noblesville, in 1857. They were so identified with the educational and charity work of Noblesville that the high school of that city bears their name as a memorial. After attending the local schools at Noblesville and being associated in business with his father, Mr. Levinson entered the old University of Chicago, remained there from 1883 to 1886 and finished his academic education at Yale University, from which he received the degree of A.B. in 1888. He then came to Chicago and pursued his legal studies in the law department of Lake Forest University, graduating in the class of 1891 with a degree of Bachelor of Laws, and was admitted to the bar of Illinois the same year. He was for many years a member of the law firm of Newman, Northrup, Levinson and Becker and is now senior member of the firm of Levinson, Becker and Schwartz. While this firm may be said to carry on a general practice, its seniors, Messrs. Levinson and Becker, have developed unusual and conspicuous abilities in all large matters of corporate reorganization and financing, and it is probably not too much to say that in this important and lucrative field they stand in the front rank of the American bar. The evolution of Mr. Levinson's work and practice is somewhat typical of the trend of the times. Early in his professional career he reached the conclusion that litigation involving merely dollars and cents (as distinguished from vital constitutional questions) was, as a rule, wasteful and destructive on both sides. To him litigation soon came to mean miniature war. While like other young lawyers he tried many cases, the habit grew fast within him to settle law suits out of court upon equitable terms. This idea, put into practice for several years, led him naturally into the field of reorganization and financing of industrial and railroad corporations. While recognizing the necessity and cogency of fighting ability, Mr. Levinson has made it a rule to adopt, as far as possible, the constructive side of legal work and avoid the expense, delay, and waste necessarily attendant upon contests through the courts. Instead, therefore, of allowing men of affairs to give their time and ability to litigation he maintains that it is the duty of lawyers to obviate this economic waste by bringing the parties sensibly together and that more substantial justice can be obtained in this way than through the best of courts. He believes that the elimination of a vast percentage of law suits by friendly adjustments is one of the great legal reforms of the past quarter of a century. Mr. Levinson has been connected with the reorganization of scores of large properties and has succeeded in rehabilitating many worthy enterprises in the fields of industry, railroading, and finance. Among the conspicuous examples of this work are the properties in which the late George Westinghouse was interested, Mr. Levinson representing him through the period of his acute financial stress and being largely instrumental in the reorganization of the various Westinghouse companies which went into receiver's hands in 1907. This group marked the largest industrial collapse in the history of the country. He was also a prominent factor in the recent reorganization of the St. Louis and San Francisco Railroad which involved securities to the extent of over $400,000,000, and is said to be the most successful railroad reorganization of the times. He was instrumental in reorganizing the Chicago and Eastern Illinois Railroad. Mr. Levinson is fond of all that is best in literature. He has one of the largest and best selected private libraries in Chicago, containing over 12,000 volumes. One of his favorite recreations is golf, in which he takes keen interest. His summer home is at Kennebunk Beach, Maine. In the winter of 1915 Mr. Levinson was profoundly impressed, like everyone else, with the terrible spectacle of the great Christian nations of Europe at war. Unlike others, however, he made energetic efforts to do what he could to start a movement for peace. It seemed to him that an appeal from the great men of this country directly to the sovereign belligerent powers, not official but representing the sentiment of the American people, might be an effective agency toward starting negotiations looking toward peace before the heavy fighting contemplated in the spring had been actually entered upon. He co-operated in this regard with Dr. Charles W. Eliot, the former president of Harvard University, and aided in preparing an initial working basis for a durable peace, and had it not been for accidents which much delayed and crippled the development of these plans, it seems possible that something quite important might have been accomplished. Dr. Eliot incorporates the substance of this proposal in his recent book, "The Road Toward Peace," published in September, 1915. Mr. Levinson is a member of the American Bar Association, the Chicago Bar Association, the Hamilton, the Chicago, Yale, the Ravisloe Country, the Webhannet Golf, and the Standard Clubs. Politically, he is a stanch Republican. He married 9 Aug., 1894, Helen Bartlett Haire (b. 1865; d. 1904). Their children are Horace C., Ronald B., and Helen W. Levinson. On 10 Jan., 1914, he married Ruth Langworthy, of Pittsburgh, Pa., and a son, John Oliver, has been born of this marriage.

BACHRACH, Benjamin Charles, lawyer, b. in Elgin, Ill., 28 Jan., 1874, son of Charles and Lenora (Goldman) Bachrach. He was educated in the public schools of his native town and at the Notre Dame University, where he was graduated in 1892. Subsequently he pursued his studies at Cornell University, remaining there one and one-half years, and at Columbia University for one year. Upon his return to Chicago, in the spring of 1894, he became a law clerk in the office of William

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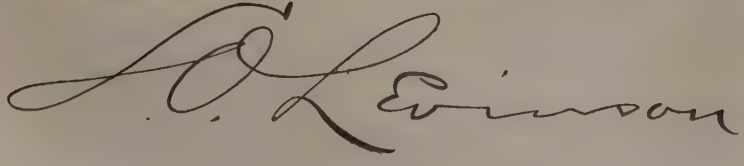
LEVINSON Salmon Oliver, lawyer, b. at Noblesville, Ind., 29 Dec., 1865, the son of Newman David and Minnie (Newman) Levinson. His parents were born in Germany and settled permanently in Noblesville, in 1857. They were so identified with the educational and charity work of Noblesville that the high [illegible] with his father, Mr. Levinson entered the [illegible] University, [illegible] 1883 to 1886 and finished his academic education at Yale University, from which he received the degree of A.B. in 1888. He then came to Chicago and pursued his legal studies in the law department of Lake Forest University, graduating in the class of 1891 with a degree of Bachelor of Laws, and was admitted to the bar [illegible] was for [illegible] of [illegible] and is now senior member of the firm of Levinson, [illegible] seniors, Messrs. [illegible]son and Becker, have developed unusual and conspicuous abilities in all [illegible] of corporate reorganization [illegible] and it is probably not too much to say [illegible] in this important and lucrative field [illegible] stand in the front rank of the American [illegible]. The evolution of Mr. Levinson's work [illegible] is somewhat typical of the trend [illegible]. Early in his professional career [illegible] reached the conclusion that litigation involving merely dollars and cents (as distinguished from vital constitutional questions) [illegible] as a rule, wasteful and destructive on [illegible] sides. To him litigation soon came to [illegible] miniature war. While like other young [illegible] he tried many cases, the habit grew [illegible] within him to settle law suits out of court [illegible] on equitable terms. This idea, put into practice [illegible] several years, led him naturally into the field of reorganization and financing of industrial and railroad corporations. [illegible] realizing the necessity and cogency of fighting [illegible], Mr. Levinson has made it a rule to [illegible] as far as possible, the constructive side [illegible] to avoid the [illegible] [illegible] [illegible]



S. Forrest, a law attorney, and while serving in this capacity attended the law classes at Kent College. He was admitted to the bar in Chicago, Ill., in June, 1896, and early in his career displayed unusual aptitude in mastering the subtilities of the law. Mr. Bachrach is well versed in all branches of legal practice, but of late years has devoted more time to criminal law, particularly in the federal courts. Among the important cases managed by him was that of Rhodus Bros., who were charged in the District Court of the United States with using the mails in pursuance of a scheme to defraud. The indictments were quashed by Judge Landis. In 1909 he was attorney for Joseph Kellar and Louis Ellman, convicted and sentenced to the penitentiary in the District Court of the United States for violation of the so-called white slave law, in which case a writ of error was sued out in the U. S. Supreme Court. The oral argument was made by Mr. Bachrach before the Supreme Court, which declared the statute unconstitutional, and Mr. Bachrach's clients were released. In 1913 he was the attorney for John Arthur Johnson, known as "Jack" Johnson, champion heavyweight pugilist of the world. Johnson was convicted of violation of the white slave traffic act. Mr. Bachrach, upon a writ of error, brought the case to the U. S. Circuit Court of Appeals for the Seventh Circuit, and the conviction against Johnson was reversed. In 1914 he was the attorney for Joseph Fish, a fire insurance adjuster in Chicago, against whom there were returned eighteen indictments charging Fish with arson in connection with a great number of fires. Two of these cases were tried before Judge John M. O'Connor in the Criminal Court of Cook County, Illinois, each of the trials lasting more than one month, and in both cases there was a verdict of not guilty. The state thereupon abandoned the other sixteen cases, and they were dismissed. Mr. Bachrach was also associate counsel in the defense of Kiebel, Police Officer Baginski, Alderman O'Malley, Baron Curt von Biedenfeld, and Leo Roeder. In all of these cases the defendants were charged with murder and were acquitted. Mr. Bachrach is noted in the legal profession for his ability to seize upon the essential facts in a case through the numerous details and surrounding unimportant facts that cluster around every complicated case. He is an expert at cross-examination and does not go over the entire field of direct examination, as many lawyers of the older school do, but with unerring accuracy in a question or two in the right manner and at the psychological time has been known to destroy witnesses. His big, broad way of trying cases and a graceful yielding of and conceding points which his adversary could easily prove, coupled with a natural pleasing personality, make him a great favorite with the juries. The habit of conservative thinking, which seems to be the penalty of rigid compliance to the law, has not affected him. He is alive and open to every modern current of thought. He reads widely modern philosophy, William James being his favorite. He has made a consistent study of dramatic literature and George Bernard Shaw is his favorite dramatist. He is also deeply interested in modern pictorial art and suggestions of these various interests creep out repeatedly, though unostentatiously enough, both in his addresses to the jury and in his briefs. His orderly, logical habits of mind make him a dangerous opponent, but so eager is he to discover the truth rather than to win the argument that he frequently surprises his opponent by suddenly ending the argument with, "You are right," and then proceeding to prove his opponent's point of view better than his opponent could have done. In his social life he is genial and gentle, thoughtful of others, warm-hearted and very sympathetic with a vein of humor which makes him a very enjoyable companion. He is a member of Idlewild Golf Club. On 5 Jan., 1898, he married Martha B., daughter of Louis Hartman, of Chicago, Ill., and they have two children, Leona Celeste and Marie Helene Bachrach.

SAXON, **William**, mechanical engineer, b. in Christiania, Norway, 6 July, 1857, son of Bent Christian and Alice (Tomlinson) Saxon. His father was a mechanical engineer, and having prospered in that profession, had a natural desire to see his son follow in the same direction. He acquired his early education in the public schools of his native city, and was then sent to England, to continue his technical studies in the Mechanics' Institute of Manchester. Together with his natural aptitude, and with what he had incidentally learned from his father, he proved a proficient student and was graduated with high honors. Having earned his diploma, Mr. Saxon entered the employ of John Hetherington and Son, Manchester, as foreman of their machine shops, and there remained for some years. Being of an intensely ambitious temperament, however, he chafed under the slow progress which ability makes even in England. Finally, he determined to try his fortunes in America, and eventually settled in Chicago. In this country his advancement has been both rapid and continuous. In 1890 he became superintendent of the Miehle Printing Press and Manufacturing Company, in Chicago. From this position, through his perseverance and his thorough knowledge of his business, he rose step by step, until he be-

came general manager of the entire plant of the firm, being also represented on the board of directors as vice-president. Mr. Saxon is an excellent type of that high class of immigration from the northern countries of Europe, which took place some twenty years ago, consisting of the best energy and brains of those countries, but which has now unfortunately ceased. Being ingenious, as well as skillful in his profession, he has done much toward the mechanical and technical advancement in the manufacture of high-class printing machinery, a stimulus which has had its effect on the business throughout the country. On 24 Nov., 1881, Mr. Saxon married Marie Jacobson, also Norwegian by birth. They have had four children: James, since deceased, Margaret, William, and Mrs. John Press.

HOLLAND, John Philip, inventor, b. in Liscanor, Ireland, 24 Feb., 1841; d. in Newark, N. J., 12 Aug., 1914, son of John and Mary (Scanlan) Holland. His father was a coast-guard, and it was from him that the son inherited his love for the sea. He was educated in the Irish Christian Brothers School in Ennistymon and in Limerick. The family had not resided long in Limerick when the father died. John soon after obtained employment as a clerk in a tobacco shop. In 1858 he became a teacher in the Christian Brothers School. He showed signs of failing health, in 1860, and was transferred to a school in Waterford in the hope that the climate would benefit him. Later he went to Cork to wait until he could find a suitable climate in which to live. The War of the Rebellion in the United States had started a few months before he came to live in Cork. The first battle of ironclads, the "Monitor" and the "Merrimac," set him to thinking of some means to combat such ships and the submarine apparently suggested itself to him as the solution of the problem. He accordingly began a study of the subject and in 1863-64 drew his first plans for an underwater boat. It was too novel a proposition, however, for general acceptance and he could get no one to give him the financial backing necessary to give his ideas a practical trial. Giving up the idea for a while, though still working on the subject, he kept on with his teaching for ten years and then in 1873 came to the United States, where he settled in Boston, and took up teaching in this country. While in Boston he fell on the ice one day and was, as a consequence, confined in a hospital. In his enforced idleness he turned again to his submarine plans and in after years stated that this period for reflection was one of the luckiest things in his life for in it he worked many of the defects out of his old plans and gained knowledge which later helped greatly toward the development of his submarine. After a year in Boston, Mr. Holland moved to Paterson, N. J., where he continued his vocation as teacher in St. John's Parochial School. He also continued his work on his submarine plans and finally, after two years in Paterson, found a financial backer for his schemes. With this assured financial backing Mr. Holland undertook the construction of his first submarine in 1875-76 at the machine shop of Todd and Rafferty. This first boat was small, only fifteen and one-half feet in length. She was to be operated by one man who sat, in a diver's suit, in a compartment in the middle of the boat. A water ballast tank was fitted to be filled when the boat was to be submerged and planes were fitted at the sides to steer the boat up and down. A propeller worked by foot treadles was fitted for propulsion and an elaborate system for supplying fresh air to the operator. This boat was a failure and it seemed that the work of years had been for naught. Mr. Holland, however, was undaunted, and profiting by the defects found in his first submarine, started in at once on plans for a second. This time he planned a larger boat driven by petroleum engines, and his backer still being confident of his ultimate success, the boat was built in 1877, at New York. She was much more of a success than the first and extensive trials were held with her on the Passaic near Paterson. Two principles embodied in this boat are worthy of note as leading to all successful submarines of later days: upon submerging the water ballast tanks were completely filled and the boat still retained some positive buoyancy, and for control submerged, horizontal rudders were fitted. Previous attempts at submarine construction had failed in great part due to unfilled ballast tanks and attempts to use vertical screws to steer up and down which had prevented even approximately accurate control submerged. After the experiments had satisfied Mr. Holland that he was on the right track this boat was abandoned and he continued his search for a real success. Mr. Holland's first backer now failed him, but in 1879, through his Irish interests and affiliations, he succeeded in having an appropriation made from the Fenian Skirmishing Fund to help him build another boat. This boat was actually built with a war-like purpose for it was the intention to use her as a free lance on the side of the United States in the war that then threatened between that country and England over the "Alabama" claims. She was constructed in Delamater's Shipyard at the foot of West Thirteenth Street in New York City. She was equipped with a submarine cannon to be fired by compressed air, which was a step in the direction of a torpedo tube. While she was lying at Bay Ridge one day a reporter tried to get aboard, but Mr. Holland, acting on the advice of his financial backers, refused to give permission. The reporter accordingly used his imagination and the next morning a startling article appeared describing the "Fenian Ram" and her intended exploits in a Fenian uprising to free Ireland. The name pleased Mr. Holland and he adopted it as the boat's official title. Tests and trials were carried on with the "Fenian Ram," but in 1883 a dispute arose between Mr. Holland and his financial backers and the boat was taken away from him and beached at New Haven, Conn. Undaunted by financial troubles Mr. Holland built another submarine at Fort Hamilton, but she was wrecked at launching, due to collapse of the ways. This setback seemed to prevent further building for a time, but Mr. Holland continued his efforts to interest the public and the government in submarines, the latter in particular having taken little interest in such vessels up to this time. About 1886

the Navy Department began to investigate the question of submarines, which was being actively considered by foreign governments. As a result, in 1888 and 1889 proposals for submarines were asked for and the Holland Company, which was formed by Mr. Holland at this time, entered designs of his against those of various American and foreign submarine designers. Neither competition resulted in the award of a contract but in both competitions Mr. Holland's designs were unanimously adjudged the best of all submitted. Again in 1893 proposals were asked for by the Navy Department, and over nine competitors Mr. Holland's design was decided upon as the best and an award was made to his company for the first submarine for the United States navy. This vessel was the "Plunger." She was to be a submarine of good size with a displacement of 140 tons on the surface and a length of 85 feet. She was to be driven by steam engines and fitted with torpedo tubes. While the "Plunger" was under construction the Holland Company continued experiments in new designs. One boat was built but not completed, but from experience gained therefrom, as well as from the previous boats, a new design, in which gas engines were substituted for steam, was worked out, and a submarine built by the Holland Company at its own expense. This vessel was the "Holland." She was actually the first really successful submarine and her performance vindicated Mr. Holland's faith in his ideas and proved their soundness. Her success was such that the Holland Company felt that they had really reached a practical solution of the problem of the submarine. Accordingly the Navy Department was asked to allow work to be stopped on the "Plunger" and to accept another submarine copied from the "Holland." To show what had been accomplished the "Holland" was brought to Washington, D. C., and submitted to extensive tests before officers of the Navy Department and Congress. These trials were so successful that the substitution was approved. With the building of this vessel (the new "Plunger") and the purchase of the "Holland" herself by a later appropriation, the Holland submarine was, for a time at least, accepted as the standard for the United States navy. England took a great interest in the tests of the "Holland" and although no submarines had been thought good enough to warrant such a course before, a number of submarines of Holland design were then purchased. Further, in 1900, an arrangement was made to purchase the English rights to all his patents and since that time English submarines have developed directly from the ideas of Mr. Holland and his first small submarine. Japan, also, and various other smaller countries built submarines from Mr. Holland's designs. The Whitehead Company of Fiume, in Austria, obtained a license under his patents and built many submarines embodying his principles for various countries. Soon after this difficulties arose over modifications which other engineers in the company desired to embody in his designs, and in 1904 Mr. Holland severed his connection with the Electric Boat Company and retired from active business. About 1906 Mr. Holland's age and life work began to tell on him. He could not concentrate on active work and he was advised to stop altogether and rest. However, although he gave up some of his activities, his inventive mind could not rest inactive and he turned from submarines to aeroplanes. He had planned an aeroplane on new principles and actually constructed a model, but in 1908 he was forced to stop on account of his health, and retired from every activity. Mr. Holland in his early days showed not only a superior knowledge of the principles of submarine operation, but a great tenacity of purpose and perseverance under discouraging setbacks. By these qualities he succeeded in bringing his ideas into the public eye and thus laid the foundation for the submarine fleets of the world. In 1887 he married Margaret Teresa Foley, of Paterson, N. J., and they had four children: John P., Jr., Robert C., Joseph F., and Margaret D. Holland.

POWER, Thomas Charles, U. S. Senator, b. in Dubuque, Ia., 22 May, 1839, son of Michael and Catherine (McLeer) Power. His father, a native of Ireland, settled in Iowa in 1834, thus becoming one of its pioneers. In addition to farming he carried on a trade with the Indians, and did his part in opening the way to civilization in the new country. Thomas C. Power was educated in the public schools, and during vacation time worked on his father's farm. He then studied for three years at Sinsinawa College in Wisconsin, specializing in engineering and the sciences. During the three years following he taught during the winter season. In 1860 he engaged in surveying in Iowa and Dakota, walking over the greater part of both States and receiving $20.00 per month for his services when at work, but nothing while traveling. After spending seven unprofitable months in this manner he returned home. In the spring of 1861 he engaged in carpenter work in Dakota, but again took up surveying. In the fall he returned to Iowa, but the following spring left home on a surveying expedition, which proved successful. In 1864 Mr. Power went to Montana, but remained only for a short time. In 1866 he began sending merchandise from Omaha to Montana, and the next year settled at Fort Benton, Mont., where he engaged in mercantile pursuits. In 1874, with other business men of Benton, he built the steamer "Benton," which for two years carried merchandise between Pittsburgh and Montana, a venture which proved very profitable in the days before steam railroads had penetrated that part of the country. Three other steamers, the "Helena," the "Butte," and the "Black Hills" were built, and in 1879 Mr. Power also established the stage line from Fort Helena to Benton. This line he operated for many years, and, in addition to his freight-

ing, carried on large merchandising operations, with branch houses at Bozeman and Helena. In 1875 he removed to Helena, where he has since made his home. He has prominently identified himself with all the city's interests, and has been an important factor in its upbuilding. He has erected many of the finest business blocks and residences, has been instrumental in securing the railroads that have been influential in promoting the growth and development of Helena as a commercial center. He was one of the organizers of the American National Bank of Helena, and has been its president from the beginning, his able and careful management having made it one of the safest financial concerns of the Northwest. He is a stockholder in the public utility corporations which secured for Helena its waterworks, electric lights, and street railways. He has given much attention to stock-raising and owns a ranch of 2,000 acres in a fine state of improvement. Mr. Power has been a strong supporter of the Republican party and its principles since its organization. In 1878 he was elected to the first Territorial Constitutional Convention, and in 1883 was a delegate to the Republican National Convention. Nominated for governor in 1888, he was defeated by a small majority, although the State had for some time been strongly Democratic. In January, 1889, he was elected U. S. Senator, taking his seat 18 April, 1890. In the Senate Mr. Power was an active and efficient member of the committees on Improvement of the Missouri River, Civil Service, Fisheries, Mines and Mining, Public Lands, Railroads, and Transportation and Sale of Meat Products, serving as chairman on several of them. He is one of Montana's most prominent and distinguished citizens, and his career is closely identified with the development of the State. He is a conservative, but able business man, a wise legislator, genial and affable in manner, and a public-spirited citizen. He married, in 1867, Mary Flanegan, of Dubuque, Ia. They have one son, Charles Benton, an attorney, a graduate of Georgetown College, Washington, D. C., and of Columbia University.

SULZBERGER, Ferdinand, meat packer, b. in Obergrombach, Grand Duchy of Baden, Germany, in February, 1842; d. in Constance, Germany, 6 Aug., 1915, son of Moses and Theresa (Schrag) Sulzberger, and a descendant of the Sulzberger family, which came from the town of Sulzberg, in Bavaria. He spent his early life on his father's farm, attending the public and high schools. He had intended to fit himself for a teacher, but later decided upon a business career, and entered the office of a mercantile firm in Frankfort, Germany. Upon attaining his majority, in 1863, he came to America, settling in New York City. For a short time after his arrival he worked as a clerk. He then entered a small slaughtering business that had been established some ten years before by Joseph Schwarzschild, forming the partnership of Schwarzschild and Sulzberger, and began the building of the great business now conducted by Sulzberger and Sons Company. When Mr. Sulzberger entered the business the slaughtering by it of fifty cattle per week was considered a large output. Under his energetic management the growth of the business was rapid and permanent, and he lived to see the results of his untiring labors in the form of one of the largest packing industries in the world, with large packing plants in New York, Chicago, Kansas City, Oklahoma City, Los Angeles, and Buenos Aires, distributing their products by means of branch houses throughout the United States, as well as in British North America, Cuba, Porto Rico, England, and on the continent of Europe. Mr. Sulzberger's ambition was to build up a great business, and he lived to see that ambition realized. In 1892 the business of the firm of Schwarzschild and Sulzberger had outgrown the capacity of the New York plant, and the firm was compelled to seek a plant in the West. Negotiations were conducted during the latter part of 1892, and very early in 1893, which resulted in the formation in the latter year of a corporation under the name of Schwarzschild and Sulzberger Company, and the acquisition by it of the plant and business of the partnership of Schwarzschild and Sulzberger, and the property and business formerly of the Phœnix Packing Company, which consisted of a packing plant at Kansas City, Mo., with a few distributing branches in the East, and a refrigerator car line known as "Cold Blast Transportation Company." The Kansas City plant immediately upon its acquisition by the new corporation was enlarged to several times its original capacity. New machinery and facilities of the most modern kinds were added, and in a very short time the business, both domestic and foreign, began to assume enormous proportions. Branches were rapidly established in various sections of this country, and the export business was greatly increased. So great was the success of the business that, in 1900, the demands for its products exceeded the capacity of its two plants, and in that year it constructed the great Chicago plant, which is conceded by many to be the finest packing plant in the world. With the new Chicago plant were added new branches in this country and abroad. From that date the growth has been rapid. In 1910 the business was extended by the construction of a packing plant at Oklahoma City, again in 1911 by the acquisition of a plant in Los Angeles, and during the past year it has begun the operation of a large plant at Buenos Aires. In September, 1910, the business of Schwarzschild and Sulzberger Company was merged into Sulzberger and Sons Company, which Mr. Sulzberger shortly before had caused to be organized under the laws of New York. During these years of business expansion the controlling personality had made itself known and the name of Ferdinand Sulzberger ranked high in the business community, having risen from the ranks by the sheer superiority of his intellect, by his unbounded energies and labor, and by his notable fairness to all. His was that rare combination of strength and sympathy. He was personally acquainted with a large number of his employees and was held in the highest esteem by them all. Always simple and modest, he was ever ready to assist the less fortunate. Mr. Sulzberger's ambition was not alone to build up a big business; he desired that the business be permanent. Two of his sons, Max J. and Germon F., entered the business upon

Ferdinand Lassalle

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Ferdinand Sullivan

graduation from college, and have grown up in it under the watchful eye of their father, whose aim it was to train and equip them in every branch of the business, in order that they might not only help to build it up during his lifetime, but might continue it without any interruption or change of policy when the time should come for him to lay down the reins. With this aim in view during the last few years of his life, Mr. Sulzberger gradually turned over to these sons the executive management of the business, he acting as counselor, and during the last two years such management was almost entirely in their hands. The result is that Mr. Sulzberger's death will not have any detrimental effect upon the business of the company, and that his policies will be continued in the business without interruption. The development of the packing industry is said to be due to his genius for organization and initiative. No one is said to have done more to establish the modern methods of handling meat products; his plant was the first to show that the success of the abattoir business depended largely on the utilization of by-products. Some time before his death he turned over to his sons, Max J. and Germon F., the control of the voting stock of the company and provided for the other members of his family by trusts and gifts covering very substantial properties. Mr. Sulzberger followed the same policy in regard to charities. He personally distributed many gifts to the poor. He was a director of the Montefiore Home for many years, and contributed large sums to that and many other benevolent institutions. He gave $50,000 to the Montefiore Home for the building of the private hospital for chronic invalids, and with Jacob H. Schiff, president of the home, and Sol. R. Guggenheim and Samuel Sachs, fellow directors, he raised the $200,000 necessary to build the hospital.

HIGGINS, Christopher P., business man, b. in Ireland, 16 March, 1830; d. in Missoula, Mont., in 1889, son of Christopher and Mary Higgins. Both parents were born in Ireland, whence they emigrated to America in 1848, and settled in Michigan. Christopher P. Higgins was eighteen years old when he left Ireland, so had received his educational training in his native country. After his arrival in this country he enlisted in the U. S. army, and served five years in the dragoons. In 1853 he joined Governor Stephens' Expedition, and assisted in the first survey of the Northern Pacific, continuing in that work until 1855, when he went with Governor Stephens to form a treaty with the Nez Percé Indians. These negotiations resulted in a treaty with the Flatheads and Pend d'Oreilles. The party then went on a peace mission to Fort Benton to treat with the Blackfoot Indians and on their return to Olympia disbanded. Soon afterward, in recognition of his services and capabilities in handling the redmen of the region, Mr. Higgins was commissioned by the government as captain of the military forces of the territory, and was ordered to subdue the hostile tribes. He continued in this service until 1856, when he was assigned to the quartermaster's department, a post which he filled until 1860. In the meantime he had served two years in Walla Walla, as agent for the government. In 1860 he retired from the service, and purchased an interest in the mercantile firm of Worden and Isaacs. He then packed seventy-five animals with merchandise and went to Hell Gate Canyon, where he engaged in business. In 1865 he located the township of Missoula, Mont., and removing his business there continued as Mr. Worden's partner until the latter's death, which occurred in 1889. Both partners were active and influential in promoting the growth and prosperity of Missoula. In 1865 they erected a lumber mill and a flouring mill at that place, and in 1870 built the old Higgins-Worden Block. In 1870, also, Captain Higgins engaged in the banking business which later was merged with the First National Bank of which he was president for many years. He was for a long time interested in raising horses and cattle, and owned much real estate in Portland and Seattle and several valuable farming properties. He was also connected with some important mining interests. In 1889, just prior to his death, he erected the Higgins Block and had completed all arrangements for opening a new bank. Captain Higgins is inseparably connected with the pioneer days of Missoula, and from the first was a potent factor in its development and upbuilding. He had broad business capacity, tireless energy, and sound judgment, his advice being much in demand in all public and many private enterprises. In politics he was a Democrat and held several local offices. Captain Higgins married 30 March, 1863, Julia, daughter of Richard and Helen (McDonald) Grant. Her father, a native of Canada, was an employee of the Hudson Bay Company at Fort Hall and was one of the earliest of Western pioneers. Nine children were the result of this union of whom six are living. They are: Frank G., lieutenant-governor of Montana; George C., Arthur E., Hilda, Ronald, and Gerald.

C. P. Higgins

ARMOUR, J. Ogden, merchant, b. in Milwaukee, Wis., 11 Nov., 1863, eldest son of Philip Danforth and Malvina Belle (Ogden) Armour. The family removed to Chicago in 1875 when he was but a lad, and becoming their permanent residence, Ogden has naturally regarded Chicago with the loyalty due to one's home during boyhood. After preparing at Harvard School, Chicago, he entered Yale College in 1881, intending to complete the course, but his father, desiring to give him early training and experience in the already large and growing business of Armour and Company, asked his son to sacrifice his final college year and return to Chicago, which he did in 1883. Beginning an active apprenticeship at once, he became a partner in 1884, serving in a subordinate position but

one year. He showed immediately the necessary energy and close attention required by his father and advanced steadily in leadership. When Philip D. Armour, Sr., died in 1901, the responsibility of the Armour fortune and of the great business of Armour and Company fell upon Ogden Armour, and time has shown that it all fell into worthy hands. J. Ogden Armour possesses in a high degree the masterful characteristics of his distinguished father, the founder of the house. His methods are quieter, but the reins controlling the great business are just as firmly grasped as formerly. Under his guidance the volume of Armour and Company's business has been not merely maintained but greatly developed and extended by original and modern means, the yearly distribution having quadrupled in the twelve years ending 1915. Economy and efficiency have been obtained in even greater degree and applied both to manufacture and distribution, with results eminently satisfactory to the public as large consumers of products, as well as to the workers and stockholders. Mr. Armour also has his father's happy faculty of inspiring loyalty and devotion among his men, not only from directors and managers, but from all his associates and workmen. Mr. Armour carries his responsibilities easily, and though giving them full attention really enjoys his work. He travels extensively and greatly enjoys motoring, but takes little interest in golf or other active sports. In business he is a close personal friend to his chief lieutenants, and his association with them is not limited to the affairs of the company. Mr. Armour is distinctly democratic in his bearing and his methods of life, and is, moreover, an American of the Americans, from every point of view, knowing his own country well and loving it. He is devoted to his mother, and her chief pleasure in life arises from her pride in her son and their mutual affection. His loyalty to all his family is a heritage which is shown in many ways. His cousins, Charles W. Armour, of Kansas City, and A. Watson Armour and Laurance H. Armour, of Chicago, are all directly associated in the management of Armour and Company. Quite recently Philip Danforth Armour (3d), Ogden Armour's nephew and the young grandson of the founder of the house, has joined also his uncle. To his father's philanthropies, especially the Armour Institute and its branches, Ogden Armour has been more than generous, his expenditures in that field far exceeding the very liberal provisions made by the founder. Mr. Armour's other disbursements for the public good and for charity are not so widely known, being modestly administered, but they are very large. Socially, Mr. Armour inherits fully his parents' desire for a quiet domestic life, Mrs. Armour and he taking but small part in the more active diversions of modern society. They are, however, hospitable and charming in their own circle, and enjoy in their quiet way what they regard as the better part of social life. Mr. Armour married, in 1891, Lolita Sheldon, daughter of Martin J. Sheldon, of Suffield, Conn., a retired merchant. They have one daughter, Lolita Ogden Armour, born in 1896, an accomplished and popular young woman.

CHAPIN, Roy Dickeman, manufacturer, b. in Lansing, Mich., 23 Feb., 1880, son of Edward C. and Ella (King) Chapin. He has been connected with the motor-car industry since its earliest days. He left the University of Michigan in 1901 to identify himself with the Olds Motor Works, in Detroit, and three years later became the sales manager of this noted concern, which at that time was the largest automobile institution in the world. Although the motor-car business has been notably a young man's industry, Mr. Chapin was early recognized throughout the field as the most noteworthy example of youthful organizing genius. When only twenty-six years old, he induced E. R. Thomas, of Buffalo, to join with him and Howard E. Coffin and F. O. Bezner in organizing the E. R. Thomas-Detroit Company. A year later Mr. Chapin persuaded Hugh Chalmers to unite with him and his confreres in an expansion of the Thomas-Detroit into the Chalmers-Detroit Company. Each undertaking was highly successful, but in 1910 Mr. Chapin was found as president of the Hudson Motor Car Company, his friends Coffin and Bezner having left the Chalmers Company with him to start the new enterprise. The continuous association of these three men in the automobile industry is the outstanding romance of the trade to those who have followed the destinies of this industry's leaders from the earliest days. Likewise, in the automobile trade, the success of the Hudson Company under the guidance of Mr. Chapin is regarded as one of the most phenomenal in the industry. The company started in a year not at all favorable for auto makers. The motor car still met with rank prejudice in many quarters. It had not become a necessity. But Mr. Chapin had faith that it would and backed his judgment with all his energy and what means he had, saying: "The automobile is bound to become the most useful agency in civilization. Mankind has waited thousands of years for a self-propelled vehicle. The motor car's place in our lives must soon be universally acclaimed because it is fundamentally right and, therefore, cannot fail." Inspired by that spirit, he went ahead with the Hudson Company and despite the unfavorable business conditions of 1910 did a business of $4,000,000. Six years later that volume had been multiplied six or eight times. With Detroit's sensational growth, due chiefly to the motor-car industry, Mr. Chapin contributed freely of his talents as an organizer in practically all of the city's constructive expansion. He is a director of the First and Old Detroit National Bank, and has filled many directorships in business, civic, and social organizations. Mr. Chapin has also given generously from his brain and purse to the University of Michigan. He has established there a good roads engineering scholarship. Improved highways have always had an ardent worker in him. He is vice-president of the Lincoln Highway Association and chairman of the Good Roads Committee of the National Automobile Chamber of Commerce. Notwithstanding his business interests, which have had his careful scrutiny, Mr. Chapin has been an extensive traveler and is well known in Europe as well as in his own country. In December, 1914, Mr. Chapin was married to

Inez, daughter of George W. Tiedeman, of Savannah, Ga., and they have one son.

STONE, Melville Elijah, general manager of the Associated Press, b. in Hudson, Ill., 22 Aug., 1848, son of Rev. Elijah and Sophia (Creighton) Stone. His childhood was spent in the various cities to which his father, a Methodist clergyman, was constantly transferred, and removed with his parents to Chicago in 1860. He attended public and high schools in Chicago until 1864, and then began his active life. For two years he conducted a machine shop, but in the great fire of October, 1871, his property was all destroyed. He became city editor of the Chicago "Interocean," and later a Washington correspondent of the Chicago "Post and Mail," and the New York "Herald." In 1875, with the conviction that a properly managed one-cent paper would have the support of the community, he founded the Chicago "Daily News" with two associates. Its success and progress was steady and he soon purchased the interests of his first partners and formed an association with Victor F. Lawson, who took charge of the business department of the paper, while he directed its editorial management. Into this new activity he threw himself with all the nervous energy, enthusiasm, and force which are such dominant factors in his character. Ceaseless in his travail, fearless and daring in his methods, but keen and far-seeing in his policies, the Chicago "Daily News" soon became an integral part of the moral, social, and political life of the city. Independent in politics the "Daily News" was the bitter enemy of corruption and hypocrisy in municipal affairs; philanthropic in tendency, its aid was always powerfully directed toward promoting this side of Chicago's progress. The paper was the mirror of Mr. Stone's personality. Municipal abuse of power had his intense animosity, and more than one public official went to the penitentiary as the result of his relentless prosecution and indomitable courage. His heart was in the work and he personally took charge of all such movements. To his persevering energy more than that of any other one man was due the detection and punishment of the famous Haymarket anarchists. Professional detectives often sought his clear-headed advice. But no less strong than his manly characteristics were the tender qualities of his heart. He held his forces together by sympathetic and kindly treatment, by demanding of them no more conscientious application to duty than he was himself ever ready to give, and so won their affectionate regard. Relentless as an enemy he was loyal and thoughtful as a friend, and on many occasions having placed a man in prison, he used his influence to secure his pardon when convinced of the sincerity of the repentance. A man of strong likes and dislikes, he formed lasting enemies and steadfast friends. In 1881 a morning edition was started which later became the Chicago "Record"; in 1888 his health being seriously impaired he sold his entire interests in the two newspapers to Mr. Lawson who has since conducted the "Daily News." For two or three years he traveled abroad and on his return to Chicago organized the Globe National Bank and conducted it as president until 1898 when it was consolidated with the Continental National Bank; he became general manager of the Associated Press in 1893. In 1869 he married Martha J. McFarland, daughter of John Stuart McFarland, of Chicago. He has received an honorary degree of master of arts from the Yale University and that of doctor of laws from Ohio Wesleyan University and Middlebury College. He has been the recipient of the following decorations: France, officer of the Legion of Honor; Germany, officer of the German Crown, Second Class; Italy, grand officer of the Crown of Italy; Russia, Order of St. Stanislas-Cordon; Sweden, Knight Commander of the First Class of the Polar Star; Japan, Imperial Order of the Sacred Treasure, Second Class. It is with the organization and management of the Associated Press since 1893 that he has been most generally engaged and identified and through his management it has become the greatest news-gathering organization in the world. The origin of this association forms an interesting chapter in the history of American journalism. One hundred years ago there was great rivalry among newspapers, as today. About 1830 the New York newspapers built fast-sailing boats to run out of New York Harbor and meet the incoming steamers, and finally a number of those papers united and formed the Associated Press, for the purpose of pooling their special telegrams and selling them to newspapers in the interior of the country. In the end, the New York Associated Press, consisting of seven daily newspapers of that metropolis, formed alliances with a large number of newspapers, which in turn were organized into subsidiary associations. There was a New England Associated Press, operating in the New England States; a Western Associated Press, operating west of the Allegheny Mountains; the New York State Associated Press, operating in the cities in the interior of the State, and the Southern Associated Press, operating in the Southern States. These had arrangements for an interchange of news, and became very powerful. In 1882 a number of papers which had been unable to gain admission to any of the Associated Press organizations established the United Press, which in 1892 absorbed the New York Associated Press and most of the tributary organizations. The Western Associated Press was too strong to be absorbed; it invited Mr. Stone to become its general manager and set out independently to establish a national association. A contest for supremacy between the Western Associated Press (which was renamed the Associated Press of Illinois) and the United Press continued for four or five years. The motive which actuated him in accepting the general managership was the desire on his part to establish a mutual and co-operative association of newspapers, which would be under the control of the individual newspapers which formed its membership, and to overcome the powerful and dangerous influences which an organization controlled by a few individuals could exercise. It was on this principle that the fight was organized against the other associations, and finally won, after four or five years' struggle, and the Associated Press occupied practically the entire field. It grew very rapidly in membership, until today it numbers about one thousand members. It

has direct relations with the greatest news-gathering agencies in Europe; the Reuter Telegram Company of England, the Agence Havas of France, the Wolff Bureau of Germany, and the St. Petersburg News Agency in Russia and many others. After the Spanish War American interest in European affairs was greatly augmented, and Mr. Stone began the establishment of bureaus in foreign capitals, until today the Associated Press has its own representatives, with a direct service from each of them to New York.

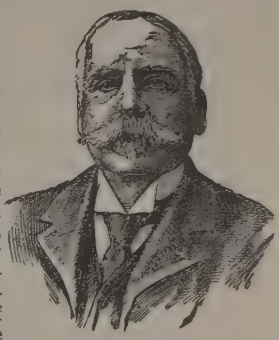
BOVARD, Charles Lincoln, clergyman and college president, b. in Alpha, Scott County, Ind., 10 Oct., 1860, son of James and Sarah (Young) Bovard. He comes of Irish ancestry, his paternal grandfather, George Bovard, having been a native of Ireland: his wife being Elizabeth McKinley. Mr. Bovard's father (1823-85) was an Indiana farmer, and the future minister and educator grew up on the farm and attended the district schools. He was an ambitious student, and early in life had made up his mind to acquire a college education. With this goal in view he attended first Hanover College, and, in 1879, at the age of nineteen, was graduated in the Normal College Institute of Indiana. Later he was graduated Ph.B. by Illinois Wesleyan College, and in 1908 received the degree of Doctor of Divinity from Moore's Hill College, Indiana. Dr. Bovard had been brought up in the Methodist faith, and in 1882 was licensed as a preacher of that denomination at Holman, Ind. In 1884 he entered the Southeast Indiana Conference of the Methodist Episcopal Church, and was ordained a deacon in 1886. In 1888 he was made an elder. During the most of this time he was serving as pastor of the Methodist Church at Holman, and also at Vernon, Ind. In 1886-89 he was pastor at Vevay, Ind., and in 1889 was transferred to Arizona and New Mexico, where he engaged in missionary work until 1897. His next two stations were at Laporte, Ind., and at Butte, Mont. While residing at the latter place, Dr. Bovard came prominently before the public for the fearless campaign he carried on in Butte, against vice of all kinds, including gambling and prize-fighting. Later he was successful, after a severe fight, in winning from the State legislature of Montana, the present anti-gambling laws of the State. Since 1910 Dr. Bovard has been president of the Montana Wesleyan Academy, located at Helena, Mont., which position he has filled with dignity and honor. As the head of Wesleyan Academy, he has done and is doing most valuable work for the cause of higher education, and Wesleyan has advanced in every way under his administration. He has been instrumental in increasing the resources of the college materially and in raising the standard of scholarship. Dr. Bovard is an able preacher, and a man of high scholarly attainments. He is a member of the Helena Commercial Club, and of several literary societies in Indiana and in Butte, Mont. He married 30 Jan., 1883, Clemintina Smith, of Lexington, Ind. He is the father of two sons: William Zelman and Carl Vincent Bovard.

Charles L. Bovard

DOYLE, John Hardy, jurist, b. at Monday Creek, Ohio, 23 April, 1844, son of Michael F. and Joanna (Brophy) Doyle. He is of Irish descent, his paternal grandfather having come to this country from Ireland in the early part of the nineteenth century. His father, Michael F. Doyle, was born in Pennsylvania, but in his early manhood he went to Lucas County, Ohio, where, as a sub-contractor, he engaged in building a portion of the Miami Canal. In 1842 he moved to Perry County, Ohio, where the subject of this sketch was born. In 1849 the family moved back to Lucas County and settled at Toledo. Young Doyle began his general education in the public schools of that city, after which he enrolled as a student in Dennison University, in Granville, Ohio. Then came the outbreak of hostilities between the North and the South, and Mr. Doyle, strongly possessed of the spirit which was sweeping throughout the loyal States of the North, abandoned his studies and offered his services to the Union cause, though he was barely over seventeen at the time. At that moment Company A, of the Sixty-seventh Ohio Volunteer Infantry, was being organized and young Doyle was promised a lieutenancy if he would enlist twenty recruits. With boyish enthusiasm and vigor he set to work to accomplish this task, but before he could accomplish it or receive his commission he was stricken with typhoid fever and so was compelled to give up all hopes of a military career. Having finally recovered from his long period of illness, he entered the law office of Edward Bissell, in Toledo, and began to study for the bar. He finally passed his bar examinations and on his twenty-first birthday was admitted to practice. His preceptor, Mr. Bissell, having been impressed by the youth's abilities, now offered him a partnership in the firm. Here he remained for some years, working his way ahead rapidly, and before long gained the reputation of being one of the coming men in the profession. In 1879, when only thirty-five years of age, he received the unanimous indorsement of the Republican members of the Lucas County bar for the office of judge of the court of common pleas of the Sixth Judicial District. He was unanimously nominated by the judicial convention and elected by a very substantial majority. At the Republican State Convention, in 1882, he received the nomination as candidate for judge of the Ohio Supreme Court, but in that year the Democrats swept the State and Judge Doyle was defeated with the rest of his ticket. Shortly afterward, however, a vacancy occurred in the Supreme Court and Governor Foster appointed Judge Doyle to fill it for the rest of the unexpired term. He was again nominated for this office, but the Democrats continuing in the ascendency, he was once more defeated. In 1884 his term expired and he retired from the Supreme Court. He

immediately resumed his law practice in Toledo, entering into a partnership with Alexander W. Scott and forming the firm of Doyle and Scott, of which he was the senior member. In the following year Charles T. Lewis was admitted into the partnership, whereupon the firm became Doyle, Scott and Lewis, remaining so until Mr. Scott's death, in 1895, when it became Doyle and Lewis. Judge Doyle has never again cared to repeat his experience in public office and since his retirement from the Supreme Court has refused all offers of nomination or appointment. President McKinley offered to appoint him judge of the U. S. District Court for the Northern District of Ohio, but this honor he declined. This position was again offered him by President Taft, but again Judge Doyle refused it. Indeed, so wide and extended is his practice that he could ill afford to sacrifice it for any office that could be offered him under either State or federal governments. Judge Doyle has always been an indefatigable worker. To this he has added a remarkable quickness of mental grasp, the result being that he has always been able to accomplish an astonishingly great amount of work. He is unusually quick to analyze a subject and to estimate the importance of its varying aspects. The secret of his quick comprehension is undoubtedly his ability to eliminate, almost automatically, or instinctively, the unimportant details, then to grapple with the essentials. At the present time it is questionable whether there is another lawyer in Ohio who is his equal in respect of ease and alacrity of preparation. As a judge he displayed similar traits. "Judge Doyle," says Harvey Scribner, in his "Memoirs of Lucas County and the City of Toledo" (Vol. I., p. 405), "was an ideal common pleas judge; he followed and comprehended the bearings and competency of evidence at all stages of the trial. His rulings were prompt and almost always correct." Judge Doyle made a practice of preparing, for his own information and quick reference, very thorough briefs of the law and authorities governing cases as they developed before him. It will be obvious that such a policy was to the interests of the right and correct administration of the law. There can be no doubt that his elevation to the Supreme bench was in recognition of those qualities which made him so eminently qualified for such duties. Outside of his professional interests Judge Doyle is a keen student of the historical development of his native State and especially of the city of Toledo. He is undoubtedly the foremost authority on the history of that community and northwestern Ohio generally. He has written and privately published various monographs and papers of local historical interest. Among these works are "The City of Toledo for Fifty Years Since Its Organization" and "A History of the Maumee Valley." He is also the author of articles and monographs on a variety of other subjects. Judge Doyle has also gained quite a wide reputation as a lecturer and a public speaker, but it is by his logical presentation of a subject, rather than by any florid elocution, that he holds his audiences. At the present time he is a lecturer on constitutional law in St. John's Law School. At various times Judge Doyle has been president of the Toledo, the Ohio State and the National Bar Associations. He is a member of the Toledo, the Toledo Commerce, the Country, the Toledo Yacht, the Lawyers' (of New York), and the Union Club of Cleveland and the Columbus Club of Columbus and the Ohio Society of New York. On 6 Oct., 1868, Judge Doyle married Alice Fuller Skinner. They have had three children: Mrs. Elizabeth D. Scott, Mrs. Grace D. Graves, and Helen Genevieve, the latter being now dead.

BROWNE, George, capitalist, b. in Boston, Mass., 25 July, 1883; d. in Tacoma, Wash., 14 July, 1912, son of George and Joanna (Nichols) Browne. He traced his ancestry to William Browne, a native of Lancashire, England, who came to Salem, Mass., in 1635. While he was still a boy his parents removed to New York City, where he attended the public schools, and later began a course at the New York Free Academy (now the College of the City of New York). At the beginning of the Civil War he volunteered for service; mustered into the Sixth Independent Horse Battery, and served in the army for three years and four months, retiring at the close of the war as first-lieutenant of the First New York Mounted Battery. During his army career he participated in some of the hardest battles fought by the Army of the Potomac, and a great number of minor engagements. At Kelly's Ford on the Rappahannock, 17 March, 1863, where he was in command of the battery, he received signal commendation from his commander, General Averell, for his courage, skill, and promptness of action. At the battle of Chancellorsville, Lieutenant Browne was in command of a part of the twenty-two guns which were hurriedly collected and drawn into position to oppose the assault of Stonewall Jackson's troops. Of his action in this emergency, General Pleasanton made the following report: "The guns were served with great difficulty, owing to the way in which the cannoneers were interfered with in their duties. Carriages, wagons, horses without riders, and panic-stricken infantry were rushing through and through the battery, overturning guns and limbers, smashing caissons, and trampling horse holders under them. While Lieutenant Browne was bringing his section into position, a caisson without drivers, carried away both detachments of his horses, and breaking the caisson so badly as to necessitate its being left on the field." On 12 Oct., 1863, his part in the battle at Cedar Run won him the compliments of Gen. D. M. Gregg. He was with Sheridan in the raid made to cut Lee's communications with Richmond, during the battles of the Wilderness and Spottsylvania, and took part in the action at Yellow Tavern, near Richmond, which was made immortal as the spot where the great Confederate cavalry

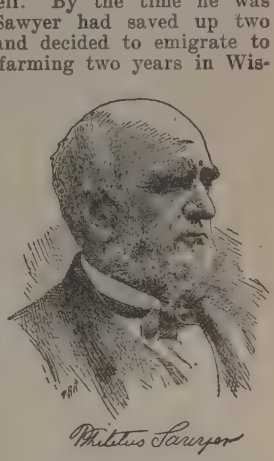


leader, Gen. J. E. B. Stewart, lost his life. On his return to civilian life, Mr. Browne made his home in New York City, and for a time was engaged in business in Wall Street. By a series of successful operations he made an ample fortune and then retiring from active business life, he devoted the next five years to travel in Europe and visiting the various seats of learning. On his return to America he was induced to take a trip west with an uncle of his wife, Thomas F. Oakes, who was president of the Northern Pacific Railroad. In the State of Washington he became associated with Col. C. W. Griggs, who had come to Tacoma in 1888 to confer with President Oakes with a view of purchasing timber land and engaging in the manufacture of lumber. Here he met Henry Hewitt, Jr., and Charles H. Jones and the negotiations were opened which resulted in the organization of the St. Paul and Tacoma Lumber Company, one of the largest enterprises of the kind in existence. George Browne was taken into the corporation at its inception as a stockholder, and for many years was an officer, interested, also, in its many allied corporations. He took up his residence in Tacoma and lived there until his death. As a citizen of Tacoma, Mr. Browne was active in municipal affairs and notably public-spirited and desirious of taking upon himself any duty which would further the interests and development of his adopted city. He was never an office seeker, and held only one public office of a political nature, that of representative in the first State legislature of Washington, in which capacity he served one term. As one of the earliest park commissioners of Tacoma, he did splendid service and brought to the work of making a "city beautiful" the most unselfish spirit and untiring energy; planting many trees at his own expense and with great trouble, and giving their planting his own personal superintendence. Many of his trees he obtained in far-off foreign countries and himself purchased the first elk for the park. He also laid out the drive around Point Defiance Park, and worked indefatigably in the effort to develop its natural features of beauty, as had been done in the laying out of Central Park, New York. Mr. Browne was a regular attendant and one of the founders of the First Free Church of Tacoma; was a charter member of the Union Club, at various times acting as its president, and was a Mason and a life member of the Lebanon Lodge, No. 104, F. and A. M. He married 6 Aug., 1873, Ella Haskell, of Gloucester, Mass. They had three sons, George Albert, John White, and Belmore Browne.

MUCKLE, Mark Richards, journalist, b. in Philadelphia, Pa., 10 Sept., 1825; d. there, 31 March, 1915, son of Michael and Mary (Kaiser) Muckle. His father was born in Neukirch, in Germany, and came to this country in the early years of the century and settled in Philadelphia, where he prospered as a clockmaker and wood carver. As a wood carver he attained almost a national reputation. His life-size figure of Christ, now adorning a Western cathedral, his "Conflagration of Moscow," and his "Treaty of Ghent" are among the most widely admired specimens of this art produced in this country. Mr. Muckle's mother was also of German birth, having been a native of Kenzingen, and came to this country in 1817. Being in very comfortable circumstances, it was the desire of the father that his son should have every educational advantage attainable at that time. Therefore it was that the boy attended the public schools and pursued his studies until his eighteenth year. On leaving school he entered the office of the "Public Ledger," in the humble capacity of desk clerk. In this position he did not remain long, however, for he soon rose to the position of cashier and finally he was promoted to the position of business manager, which he held for upward of fifty years, while the paper continued under the ownership of George W. Childs. Mr. Muckle, however, did not attain distinction through his regular business pursuits; it was on account of the activities which he carried on quite aside from his business, from pure personal interest, that he became widely known and prominent in the affairs of the city. On the outbreak of the war with Mexico he was commissioned a lieutenant in the marine corps by President Polk. In 1852 he was appointed to the staff of Governor Bigler, whence he derived his title as colonel. Being very keenly interested in public affairs, he soon became very much in demand as a public speaker, both before German and American audiences. In 1860 he assisted in the founding of the German Hospital, of which he was president emeritus at the time of his death. From that time onward his sphere of public and charitable activities continually enlarged. He became a member of more than a score of organizations representing the charitable, literary, artistic, musical, scientific, and business interests of the city and held high office in many of them. During the late sixties he was the first and chief advocate among the representative men of the city for the holding of a centennial exposition and in 1869 he was the bearer of the first official exposition proposals to President Grant. Later he helped actively in securing a site for the exposition; for seven years he labored for the success of this great enterprise. Though American born, Colonel Muckle was always an enthusiastic admirer of his father's nation. All his life he aided and supported numerous institutions in the city for the preservation of the identity of the German-American population. For the German Society, which he joined in 1853, and of which he was vice-president for thirteen years, he helped to plan the hall at Spring Garden and Marshall Streets. He was identified prominently with the Philadelphia Maennerchor, the Harmonie Gesang Verein, the Junger Maennerchor, the Turngemeinde, the Canstatter Volksverein, the Philadelphia Schuetzen Verein, and he was incorporator of the German-American Title and Trust Company. In 1870 he undertook the task of collecting a fund of $50,000 for the relief of widows and orphans of the German soldiers killed in the Franco-Prussian War. During that war the library of the University of Strassburg was entirely destroyed. Colonel Muckle set about and succeeded in collecting 30,000 volumes in this country with which a new library for that institution might be

founded. To indicate his appreciation of these efforts in behalf of the Fatherland of his father, Kaiser Wilhelm I conferred on Colonel Muckle, in 1874, the Order of the Crown and, in 1883, the Military Order of the Red Eagle, the highest honor which had ever been granted to anyone not of royal blood. In connection with these services Colonel Muckle made several visits to Germany, and it was on these occasions that he became acquainted with and earned the warm personal friendship of Prince Bismarck. In 1871 Colonel Muckle organized among the Germans of America a peace celebration, commemorating the conclusion of the war and in 1902 he was a member of the committee which arranged the official reception of the present Kaiser's brother, Prince Henry of Prussia. On the outbreak of the great war, in 1914, Colonel Muckle took a very critical attitude toward the government of the country for which he had done so much. From the very beginning he had criticized the policy of the present Kaiser, especially in the latter's attitude toward Prince Bismarck, which culminated in the latter's dismissal from power. Colonel Muckle held that the present Kaiser was responsible for the great war and openly expressed the hope that he would suffer for the mischief his policies had worked. Colonel Muckle's activities, however, were not all carried on among the German-Americans. In 1898 he organized the peace festival in celebration of the conclusion of the war with Spain. He was one of the founders of the Franklin Reformatory Home and of the Society for the Prevention of Cruelty to Animals. He was also prominently connected with the Franklin Institute, the Zoological Society, the Cremation Society, the Hay Fever Association, the Historical Society, the Geographical Society of Pennsylvania, the Morris Refuge for Suffering Animals, the Tammany Shore Fishing Club, the Art Club of Philadelphia, the Red Cross Society of Pennsylvania, the Teachers' Aid and Annuity Association, and the Philadelphia Cycle and Field Club. His acquaintances among public men included statesmen who were prominent as far back as the War of 1812. He had talked with most of the presidents since Jackson. He was also a member of the Order of Odd Fellows, in whose Grand Lodge he was just rounding out at the time of his death, his fifty-ninth consecutive year of service as grand treasurer. In 1856 he took the supreme degree of Royal Arch Mason in Columbia Chapter, No. 91. In the Knights Templars, which he joined in 1856, he attained the office of grand treasurer and held it continuously for twenty-four years. Eventually he was elevated to the thirty-third degree, and for several years he was an honorary member of the Supreme Council. In 1850 Colonel Muckle married Caroline Seiser. Their three surviving children are: Mrs. S. P. Stambach, of Haverford; Alexander Remack, and William Frederic Muckle.

SAWYER, Philetus, U. S. Senator, b. in Rutland County, Vt., 22 Sept., 1816; d. at Oshkosh, Wis., 29 March, 1900. He was the son of Ephraim Sawyer, a farmer, a direct descendant of John Sawyer, of Lincolnshire, England, who came to this country and settled in New England in 1636. He was one of a family of five brothers and four sisters. When he was only one year old his father removed to Essex County, N. Y., and settled at Crown Point. His early boyhood was spent in doing "chores" about the farm and attending the district school, but some years before attaining his majority he began working for wages in a local sawmill. In a few years he was operating the sawmill himself. By the time he was twenty-five, Mr. Sawyer had saved up two thousand dollars and decided to emigrate to the West. After farming two years in Wisconsin, with no success, he settled in the village of Algoma, which later became Oshkosh, where he ventured into the lumber business. From the very beginning his success was assured, not only in the lumber trade, but in various other business enterprises which he initiated. He was one of the founders and throughout his life was one of the officials of the National Bank of Oshkosh. In 1857 he was elected to represent his district in the State legislature. He had formerly been a Democrat of free-soil proclivities, but he voted and acted with the Republican party soon after its organization. In 1863 he was elected mayor of Oshkosh City, in which office he served two years, during a very difficult period, while the recruiting for the federal armies was going on. So successful was his administration, however, that in 1865 he was elected to Congress, where he served continuously for ten years. Here he was most active as a member, and later as acting chairman, of the Committee on Commerce. In 1875 he retired, refusing the nomination for another term. In the following year Mr. Sawyer formed a syndicate which purchased the West Wisconsin Railroad, then struggling with serious financial difficulties. Other smaller lines were also purchased and all were consolidated as the Chicago, St. Paul, Minneapolis and Omaha Railroad Company. Of this corporation Mr. Sawyer was vice-president and member of the executive committee. Though he had determined to retire permanently from political life, in 1881 Mr. Sawyer was persuaded to accept the nomination of his party in the State legislature for U. S. Senator. He was accordingly elected and served two terms. Most of his work in the Senate was as a member of the Committee on Pensions. It was in 1841 that Mr. Sawyer married Melvina M. Hadley. They had three children: Mrs. Howard G. White, of Syracuse, N. Y., Mrs. W. O. Goodman, of Chicago, and Edgar P. Sawyer, who was for a long time associated with his father in business.



CAMPBELL, Amasa B., mining operator and capitalist, b. in Salem, Ore., 6 April, 1845; d. in Spokane, Wash., 16 Feb., 1912, son of John A. and Rebecca Perry (Snodgrass) Campbell. He was the youngest of a

family of ten children, and his father died before his birth. His education was obtained in the public schools of his native town, and at the age of fifteen, he had already begun his business life in the employ of a grain and wool commission house. In 1867, at the age of twenty-two, he obtained a position at Omaha, Neb., with the Union Pacific Railroad Company, and there continued until the completion of the line. He went to Utah in 1871, and then obtained his first experience in mining, laying the foundation for his subsequent activities in that field. In 1887 he again removed, this time to Washington, and settled at Spokane. His first and last business partner was John A. Finch, with whom he formed a partnership in the business of developing and operating mining property. Their general ability and knowledge of mines and mining interests soon placed them in advance of all other operators. They were the first owners of the Gem Mine, in the Cœur d'Alene district, and later associated with friends from Milwaukee and Youngstown, Ohio, in organizing the Milwaukee Mining Company, of which Mr. Campbell was president and Mr. Finch secretary and treasurer. In 1891 the company began developing the Standard Mine. Later they developed the celebrated Hecla Mine. Both properties are still paying large dividends. In 1893 the partners went to British Columbia where they opened the Slocum District, and developed the Enterprise and Standard Mines, both of which are still paying properties. As a matter of fact, there was hardly a successful mining enterprise in the whole district in which they were not interested, and no firm did more to develop mining industry in the Inland Empire. So extensive and successful were their operations that the name of Finch and Campbell became synonymous with the mining history of the great Northwest. Aside from his mining interests Mr. Campbell co-operated in the management and organization of various other business and financial enterprises, including the Traders National Bank, the Spokane and Eastern Trust Company, and the Washington Power Company, in several of which he served as a director for a number of years, until failing health forced him to resign from active business life. Mr. Campbell won his place among the millionaires of the Western coast by the sterling qualities of industry, determination, and integrity. As one of the foremost mining operators in all of the Northwest and the owner of some of the most valuable mining properties of the Inland Empire, he was a potent force in the development of the entire mining district of that territory. He was generous and public-spirited, and donated the land on which was erected the Carnegie library of Spokane, and which is now valued at $100,000. He was a Mason. On 26 March, 1890, Mr. Campbell married Grace M., daughter of George R. and Mary R. (Campbell) Fox, of Canton, Ohio. They had one daughter, Helen Campbell.

PRATT, George DuPont, capitalist and philanthropist, b. in Brooklyn, N. Y., 16 Aug., 1869, son of Charles and Mary Helen (Richardson) Pratt. He is a descendant of Jonathan Teal, of Medford, Mass., who served as a private in Capt. Isaac Hall's company, which marched from Medford by order of General Washington at the time of the taking of Dorchester Heights, Mass., on 4 March, 1776, and as a private in Capt. John Minott's company from 13 Dec., 1776, to 1 March, 1777; also of Richard Richardson, of Watertown, Mass., who was a private in Capt. Samuel King's company, serving from 26 June, 1776, to 1 Dec., 1776. Mr. Pratt attended Brown and Nichols' School in Cambridge, Mass., and Adelphi Academy in Brooklyn, where he was prepared for college. In 1889 he entered Amherst College, where he was graduated four years later with the degree of B.A. He then chose a position as mechanic's helper in the car shops of the Long Island Railroad, of which his father was principal owner. During six months of faithful service he acquired a businesslike grasp of detail, and was promoted to locomotive fireman, from there to the engineering department, later through the other departments, and finally made assistant to the general manager. When William H. Baldwin became president of the road, he became his assistant, and continued in this capacity until the Pennsylvania Railroad Company purchased the control of the road. Mr. Pratt then became treasurer and trustee of the Chelsea Fiber Mills, treasurer and trustee of Pratt Institute, and treasurer and director of the Montauk Company. He is also a director of the Chattel Loan Society, which was organized to loan money to needy persons at a reasonable rate of interest. He has given up practically all other business to devote his entire time to various philanthropic movements for the education of young boys, by setting before them high ideals, and teaching them to use their leisure time in healthful recreation and useful occupations. He is chairman of the physical department of the International Y. M. C. A.; treasurer of the Boy Scouts of America; a member of the Public Recreation Commission of the City of New York; president of the Camp-Fire Club of America; a member of the New York Zoological Society and of the Boone and Crockett Club; and vice-president of the Brooklyn Museum of Arts and Sciences. In his connection with the Y. M. C. A., he was not content simply to lend his name and influence to the work, but has kept in close touch with all of its varied activities. At a testimonial dinner tendered him at the Hamilton Club, Brooklyn, on 1 May, 1915, by his associates in the Central Branch of the Y. M. C. A., a handsome tribute of affection and esteem was paid him. Although he was obliged to resign the office of chairman of the organization by his recent appointment as conservation commissioner, he was elected second vice-chairman in recognition of his zeal and interest. He is a keen hunter

George D. Pratt

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of big game and an excellent marksman, and throughout his life has been prominently identified with all out-of-door conservation. He was one of the founders of the Permanent Wild Life Protective Fund, which is a permanent endowment designed to secure the best possible means of preservation and increase of wild life on broad lines and by practical results. On 27 April, 1915, he was chosen conservation commissioner for the State of New York by Governor Whitman for the term of six years, and in discharge of his duties has instituted a vigorous campaign to prevent the destruction of valuable timber and game by forest fires. Personally, Mr. Pratt is a man of many parts. Affable, cultured, and democratic, one feels the power of his personality and intuitively realizes the depth of intelligence, knowledge of human nature, and strength of will that lie beneath his genial and simple manner. He is a patron of the fine arts, and his collection of porcelains, paintings, Greek glass and Persian antiques contain some of the best examples in this country. He is a member of numerous social and fraternal organizations, among them the New York Yacht, University, Century, Automobile, Downtown, Piping Rock, and City Midday Clubs. On 2 Feb., 1897, he married Helen, daughter of John T. Sherman, of Brooklyn. They have four children: George DuPont, Jr., Sherman, Eliot Deming, and Dorothy Deming Pratt.

BRONAUGH, Earl C., Jr., lawyer, b. in Cross County, Ark., 26 Feb., 1866. He attended the public schools of Portland, whither the family had removed in 1868, and later the University of the Pacific, at San Jose, Cal. He read law in the office of Whalley, Bronaugh, and Northrup, of which his father was a member, and in 1890 he completed the course in the law school of the University of Oregon. On his admission to the bar, he entered on practice as the fourth member of the firm of Bronaugh, McArthur, Fenton and Bronaugh. Following the death of Judge McArthur in 1897, and the retirement of Earl C. Bronaugh, Sr., which occurred about the same date, the firm became Fenton, Bronaugh and Muir. In February, 1900, this partnership was dissolved, and Mr. Bronaugh became associated with his cousin, Jerry Bronaugh, in the firm of Bronaugh and Bronaugh, a connection which existed until 1907. On that date Mr. Bronaugh was appointed judge of the circuit court by Governor Chamberlain, succeeding Judge Arthur L. Frazer, deceased, and was elected to the same office in June, 1908. During the last year of his service as circuit judge, he also occupied the position of judge of the juvenile court. As presiding judge of the circuit court, Judge Bronaugh won a reputation for fair and impartial decisions, while his opinions were considered remarkable examples of scholarly and conscientious research. In a very large majority of instances, also, they were sustained on appeal to the higher courts, although comparatively few cases in which he had sat were ever appealed. He came to be known, therefore, as one of Oregon's ablest jurists. In the juvenile court his excellent work brought results of a far-reaching character, since his sane and humane views on the possibilities and rights of juvenile offenders constituted precedents in that branch of jurisprudence, which point toward a better and higher civilization. In June, 1900, he resigned from the bench and resumed his law practice. At this time a banquet was given by the County Bar Association in Judge Bronaugh's honor, and he was presented with a loving-cup. Charles J. Schnabel, president of the association, then said: "It is a remarkable fact, and perhaps rightfully appreciated, that the highest honor that can be paid to Judge Bronaugh, is to recall that in the history of Oregon's judiciary, notwithstanding the multitude of judges that have come and gone in that interval, this is the second occasion when a testimonial of this character has been paid to him as a retiring judge. Certainly, the highest encomium on a judge's success in the administration of his office is not the plaudits of the multitude, but the respect and standing accorded him by the lawyers. Men, at times, who are elevated from the ranks to a position of power and influence, degenerate into tyrants; but in Judge Bronaugh's case no man living would think of such an aspersion to his judicial career. He not only loved a square deal, but was himself a square-dealer." After his retirement from the bench, Judge Bronaugh gave much of his attention to the law of real property on which he is regarded as an authority. In recent years he has largely concentrated his efforts upon corporation law in all its branches. He is interested in a number of important companies, including the Title and Trust Company of Portland, of which he is vice-president and general counsel, and for many years has been local counsel for the States of Oregon and Washington for the Alliance Trust Company, Ltd., of Dundee, Scotland, the Investors' Mortgage and Security Company, Ltd., and for the Western and Hawaiian Investment Company, both of Edinburgh, Scotland. Prior to his acceptance of the office of circuit judge, he was a director of the Portland Trust Company of Oregon. In 1900 Judge Bronaugh was elected a member of the city council, seventh ward, serving for two years. In 1901 he received legislative appointment as a member of the charter board, and served as chairman of the committee on executive departments. In 1911 he was chosen chairman of the commission appointed to draft a charter providing a commission for the city government of Portland. He is a member of the State Bar Association, and of the Multnomah County Bar Association; is one of the board of directors of the Young Men's Christian Association, and a member of the Arlington and Commercial Clubs of Portland, and of the Mazamas, the Mountaineering Society of the Northwest, and of the Masonic Fraternity. Judge Bronaugh married 14 June, 1888, Grace, daughter of Asa G. Huggins, of San Jose. They have four children, Elizabeth, wife of Joseph E. Hall, Jr., of Hood River; Lewis J., Earl C., and Polly Bronaugh.

KING, Edward, banker, b. at "Highwood," Weehawken, N. J., 30 July, 1833; d. in New York, N. Y., 18 Nov., 1908, son of James Gore and Sarah Rogers (Gracie) King. His

father, a leading banker of New York, also a member of Congress, will long be remembered for his conspicuous service during the great panic of 1837. At this time, on the strength of his own credit, he secured a loan to his banking-house from the Bank of England of $5,000,000 in gold, with which he enabled the New York banks to resume specie payments and to restore public confidence. His wife was a daughter of Archibald Gracie, a well-known merchant of New York. James Gore King was the son of Rufus King, who served on the staff of General Glover in the Revolutionary War; was a member of the Massachusetts General Court in 1783; a delegate from Massachusetts to the Continental Congress in 1784; a member of the convention which framed the Constitution of the United States in 1787; a member of the Massachusetts convention which ratified the Constitution in 1788; one of the first two Senators of the United States from the State of New York, serving from 1789 to 1796, and again from 1813 to 1819, and from 1820 to 1825; minister plenipotentiary to Great Britain by appointment of Washington in 1796, continuing under Adams and Jefferson till 1803, and again appointed by John Quincy Adams; and was an inflexible opponent of the extension of slavery throughout the United States. Rufus King's brother, William King, was the first governor of Maine and his statue stands in the Capitol at Washington representing that State. Edward King received his early education at the grammar school of Columbia College (in Murray Street, near the City Hall Park), of which Prof. Charles Anthon was then the head, and which numbered among its instructors the late Abram S. Hewitt; and at an excellent school, also in New York, conducted by two Frenchmen, the brothers Peugnet, ex-officers of Napoleon's army and veterans of Waterloo. At the latter school Mr. King became thoroughly familiar with the French language and literature, and being sent abroad in 1847 to a school at Meiningen, Sachs Meiningen, he also became master of the German tongue and developed a fondness for German literature which lasted during his life. In 1849 he returned to this country and entered Harvard College, living while there for two years in the family of the great naturalist, Prof. Louis Agassiz, to whom he became much attached and from daily association with whom he derived much benefit. While at Harvard Mr. King became a member of the Institute of 1770, the Psi Upsilon Fraternity, and the Hasty Pudding Club. He was particularly proficient in mathematics and his general record was such that he was elected to the Phi Beta Kappa. He was graduated in 1853, among his classmates being Charles W. Eliot, afterward president of Harvard, and James Mills Peirce and Adams Sherman Hill, the first later professor of mathematics and the other professor of English at the same university. Immediately after his graduation, Mr. King passed some months at West Point, of which institution Robert E. Lee was then superintendent, also taking a private course in engineering under Professor Mahan. At that period his genius for mathematics appeared to point to a scientific career, but after the death of his father in October, 1853, Mr. King decided to enter the banking business and, accordingly, assumed a clerkship in the banking-house of James G. King's Sons, in which he soon became a partner. In 1861, however, he withdrew from the firm and engaged in business on his own account, becoming a member of the New York Stock Exchange, and later entering the firm of James Robb, King and Company. In the years 1872 and 1873 he was president of the Stock Exchange, and in December, 1873, he became president of the Union Trust Company of New York, a position which he occupied for thirty-five years until his death. Mr. King was a member of the Harvard Club of New York and served as its president from 1890 to 1895; of the Century Association; the University Club, the Riding Club, the Saint Nicholas Society, of which he served as president in 1896-97, the New York Historical Society, the Museum of Natural History, the Metropolitan Museum of Art, the Academy of Design; he was a governor of the New York Hospital, a trustee of the New York Society Library; trustee and treasurer of the Astor Library, of which his father, James Gore King, was one of the first board of trustees; trustee and treasurer of the New York Public Library; a vice-president of the New York Chamber of Commerce; and a director of the Hanover National Bank. On the death of Mr. King complimentary resolutions were adopted by several prominent corporations and institutions with which he had been connected. The following extract from the report of the Century Association of New York City well illustrates the high esteem in which he was held among his associates: "So sound was his judgment, so sterling his integrity, and so conspicuous his foresight that he rose swiftly to the highest positions in the banking world. For thirty-five years he had been president of a great institution that was renowned for solidity and conservative management. In the crises of national and local panics, his resolute guidance was sought and freely given; plain in speech, prompt to act, firm in the right, he was a born leader of men, and public confidence was richly bestowed upon him. To the interest of art and science he was devoted, as likewise to the improvement of living in every sphere. Judicious reforms found in him an earnest supporter and his work in connection with the New York Hospital was constant and efficient. He was a member of the Chamber of Commerce, of both museums, of the National Academy of Design, and of six clubs. To the Public Library he gave unwearied service, being its treasurer and faithful adviser. Warm-hearted, courteous, and generous, he was a beloved counselor in an extended kinship, and thoroughly respected in the church of his communion, through which as well as through other channels his charities flowed abundantly. When here he found himself among appreciative friends, and the memories of his presence are gracious to those who survive him." Mr. King married, in 1858, Isabella Ramsey, daughter of Rupert J. and Isabella Macomb (Clarke) Cochrane. She died 1 March, 1873, leaving five children, all of whom are living, namely: Isabella Clarke King, who is unmarried; Alice Bayard King, who married

Herman LeRoy Edgar; James Gore King, who married Sarah Elizabeth Erving; Elizabeth Gracie King, who married Alpheus Sumner Hardy; Rupert Cochrane King, who married Grace Marvin. A sixth child, Edward Ramsay King, died in childhood, in 1863. In 1885 Mr. King married Elizabeth Fisher, daughter of William and Julia (Palmer) Fisher, who is now living. They had one son, Edward King, Jr., who is living and unmarried.

RICHARDS, John P. Moore, banker, b. in New York City, 1 Nov., 1847, son of Josiah and Sarah Jane (Moore) Richards. His father is a member of the book trade auction firm of Merwin and Company, New York, his mother was the daughter of John P. Moore, founder of the firm of John P. Moore's Sons, gun merchants, New York. During the Civil War this firm supplied the United States government with large quantities of rifles. J. P. M. Richards was educated in the public schools of New York, and at an early age entered the employ of John P. Moore's Sons as a clerk. At the close of the Civil War he was made traveling salesman for the house, and while on the road studied French and German at the Y. M. C. A., his ambition being to represent the firm as buyer in the foreign markets. He soon became an expert on firearms as well as a clever rifle shot. It was while thus engaged that he originated the Colt's frontier six-shooter, and induced the Colts to manufacture that revolver. In this and other capacities he displayed pronounced ability, and in 1869 he was admitted to partnership in the firm. The house achieved a phenomenal success during the succeeding years, absorbed many competitors, and, in 1888, Mr. Richards sold his interest and went to Spokane, then a city of 20,000 population. Here he studied the resources of the Northwest; its banking and mortgage systems, and in 1890 founded the Spokane and Eastern Trust Company, which has since grown to be the leading general banking organization of the city. This remarkable growth is attributed in a great measure to his high character, untiring energy, and keen business foresight. Mr. Richards is president of the Spokane and Eastern Trust Company, and a director in the Washington Water Power Company. He was chairman for several years of the Spokane Clearing House, and during the financial panic of 1907 organized the Spokane and other banks of the Northwest for mutual protection, with the result that not a single bank in the organization failed. Mr. Richards was a member of the Seventh Regiment, N. G. S. N. Y., from 1867 to 1885, and at one time was offered the rank of colonel by President Grover Cleveland, but declined, resigning as quartermaster sergeant. He is a member of the Spokane Club, Spokane Country Club, and the Spokane Amateur Athletic Club. On 1 Nov., 1876, he married Grace Petter, of St. Paul, Minn.

BAILEY, Liberty Hyde, editor, author, and horticulturist, b. in South Haven, Mich., 15 March, 1858, son of Liberty Hyde and Sarah (Harrison) Bailey. He was reared on a farm and, like many other successful men, enjoyed all the early advantages of a practical acquaintance with agricultural uses and natural phenomena. In 1882 he received the degree of B.S. from Michigan Agricultural College, and four years later the degree of M.S. from the same institution. The degree of LL.D. was also conferred upon him in 1907 and 1908, by the University of Wisconsin and Alfred University, respectively. He has given particular attention to botanical and horticultural questions, and is an acknowledged authority upon these subjects. He has also made a study of the social, educational, and political relations of agriculture, and has identified himself with the widest and most thorough agricultural education and with the best interests of rural life generally. In 1882-83 he was assistant to the botanist, Asa Gray, at Harvard. From 1883 to 1888 he was professor of horticulture and landscape gardening in Michigan Agricultural College, and during the fifteen years following occupied the position of professor of horticulture at Cornell. In 1903 he was made director of the College of Agriculture in the same university, which position he occupied until his retirement in 1913 to pursue his literary and scientific work. He was awarded the Veitchian medal in 1898, and in 1908 he became chairman of the Roosevelt Commission on Country Life. He is a fellow of the American Academy of Arts and Sciences, and a member of the American Philosophical Society, honorary corresponding member of the Royal Horticultural Society (London), Havedyrkningens Venner (Norway), member of the Society of Horticultural Science, and other organizations of a kindred nature. His published writings include: "Survival of the Unlike"; "Evolution of Our Native Fruits"; "Lessons with Plants"; "Botany, an Elementary Text for Schools"; "Beginners' Botany"; "Principles of Fruit-Growing"; "Principles of Vegetable-Gardening"; "Annals of Horticulture"; "Plant-breeding"; "Farm and Garden Rule-Book"; "Principles of Agriculture"; "The Nursery-Book: a Guide to the Multiplication and Pollination of Plants"; "Forcing-Book"; "Pruning-Book"; "The Nature-Study Idea"; "Outlook to Nature"; "The Training of Farmers"; "Manual of Gardening"; "The State and the Farmer"; "The Country-Life Movement"; "The Holy Earth"; "Wind and Weather" (poems), and others. He has edited "The Cyclopedia of American Horticulture," 4 vols., and later the "Standard Cyclopedia of Horticulture," 6 vols., the "Rural Science" series; the "Rural Text-Book" series; the "Cyclopedia of Agriculture," 4 vols.; "Rural Manuals." He has also served in editorial capacity on magazines, and is a contributor to technical journals and popular magazines. Mr. Bailey married Annette Smith, of Lansing, Mich., 6 June, 1883.

ANDERSON, Ada Woodruff, author, b. in San Francisco, Cal., 4 July, 1860, daughter of Capt. Samuel Corinthe and Martha Ruby (Crosby) Woodruff. Her father had an adventurous and interesting career. He was a native of Long Island, N. Y., a sea-captain for many years, but disposed of his maritime interests some ten years before his death and engaged in the mercantile business in Hongkong and Shanghai, China, where he died. Her mother was a daughter of Capt. Nathaniel Crosby, one of the most noted pioneers of the Puget Sound country. Her maternal grandfather, Capt. Nathaniel Crosby, also followed the sea and is a historical character in the annals of Oregon and Washington States. He sailed his own ship to California at the time of the gold discovery, landing at San Francisco when that city was only a town of tents. In the late forties, he sailed up the Columbia River and established a trading-store on the present site of Portland, Ore. Ten years later, he sailed through the straits of Juan de Fuca to the head of Puget Sound, without a pilot, and on landing there purchased a grist mill, the first primitive mill of that region, including the site and water power of Tumwater, near the present city of Olympia, Wash., for the sum of $30,000 in Mexican money. A brother of his, Capt. Alfred Crosby, remained on the Columbia River and became one of its early pilots. Ada Woodruff was reared in San Francisco, where she attended the Denman Grammar School. Later she became a student at Olympia Seminary, Olympia, Wash., and at Union Academy, also located in Olympia. She was always of a studious, thoughtful disposition, and unusually fond of books and study. Her mind and imagination were also strongly stimulated by the stirring events of the formative days of the Northwest territory. The grandeur of the country could not fail of a strong appeal to one who was, by nature, a lover of beauty and the picturesque. It was but natural, therefore, that Mrs. Anderson should have been moved to record her impressions in various literary articles and short stories covering a period of ten years. She soon became a welcome contributor to magazines of the highest class. Some of her publications are: "The Man Who Knew Bonner," published in "Harper's Magazine"; "The Last Industry of a Passing Race," which appeared in "Harper's Bazar"; "The Problems of Elizabeth," published by the "Century Magazine," and other stories and descriptive articles, all of which were well received. In April, 1908, she brought out her first novel, "The Heart of the Red Firs," and in May, 1909, her second novel, "The Strain of White." Her third, entitled "The Rim of the Desert," appeared in 1915. She married in Seattle, Wash., 4 Jan., 1882, Oliver Phelps Anderson, son of Alexander Jay Anderson, at one time president of the University of Washington, and later president of Whitman College. She has had three daughters, Mrs. Alice Woodruff McCully, Maurine Phelps Anderson, and Dorothy Louise Anderson (deceased). Mrs. Anderson is patroness of the University Chapter Sigma Kappa Sorority, University of Washington.

BLACK, John Charles, soldier and lawyer, b. in Lexington, Miss., 27 Jan., 1839; d. in Chicago, Ill., 17 Aug., 1915, son of John (1809-47) and Josephine Louisa (Culbertson) Black. His father was a prominent Presbyterian minister, at one time pastor of the Fifth Presbyterian Church of Pittsburgh, Pa. His earliest paternal ancestor in this country emigrated from Scotland in the early part of the eighteenth century, and settled in South Carolina. The line of descent is then traced through Rev. John Black, who was pastor of the Upper Marsh Creek Presbyterian Church, Pennsylvania, and pastor of the Presbyterian Church, Greensburg, Pa. His son, John, married Mary Findley, and they were the grandparents of John Charles Black. On his maternal side, he was descended from Capt. Alexander Culbertson, who served in the French and Indian War and was killed in battle near Pittsburgh, Pa. Another of his ancestors, Col. Samuel Culbertson, participated with distinction throughout the Revolutionary War. When John C. Black was seven years of age, his parents removed to Danville, Ill., where he was educated in the public schools and at Wabash College, Crawfordsville, Ind. At the outbreak of the Civil War while in college, 14 April, 1861, the day after Fort Sumter was fired upon, he enlisted at Crawfordsville as a private in Gen. Lew Wallace's Eleventh Indiana Zouaves and afterward was promoted to be sergeant-major of this regiment, which was mustered out in August, 1861. He then returned to Danville, Ill., and immediately raised a company, of which he was elected (though not commissioned) captain, which was mustered in as part of the Thirty-seventh Illinois Infantry. He was commissioned major of this regiment and served with it through the remaining four years of the war, taking part in some of the most severe battles of the long campaign, including the last battle of the war at Fort Blakely, Ala. In the battle of Pea Ridge, in March, 1862, he was severely wounded in the right arm, and in the battle of Prairie Grove, on 7 Dec., 1862, his left arm was shattered by a ball. Three times he was promoted for distinguished gallantry, the last time to the rank of brevet-brigadier-general on 9 April, 1865. Upon his retirement from the army he began the study of law in Chicago, Ill., was admitted to the bar in 1867, and soon after began practice. General Black attained prominence in the legal profession and became known as an orator of repute. In 1872 he was a candidate for lieutenant-governor of Illinois, but in the Democratic State Convention of 1884 he declined the nomination for governor of Illinois and refused the use of his name after it was presented as a candidate for vice-president in the Democratic National Convention of 1884. President Cleveland appointed him commissioner of pensions in 1885, and his administration was marked by signal executive ability. He inaugurated a system by which the running expenses of the bureau were considerably reduced, and effected a saving to the pensioners of more than one million dollars a year in pension attorney's fees. On the expiration of his term in 1889, he removed to Chicago, Ill., and, in 1892, was elected Congressman-at-large on the Democratic ticket.

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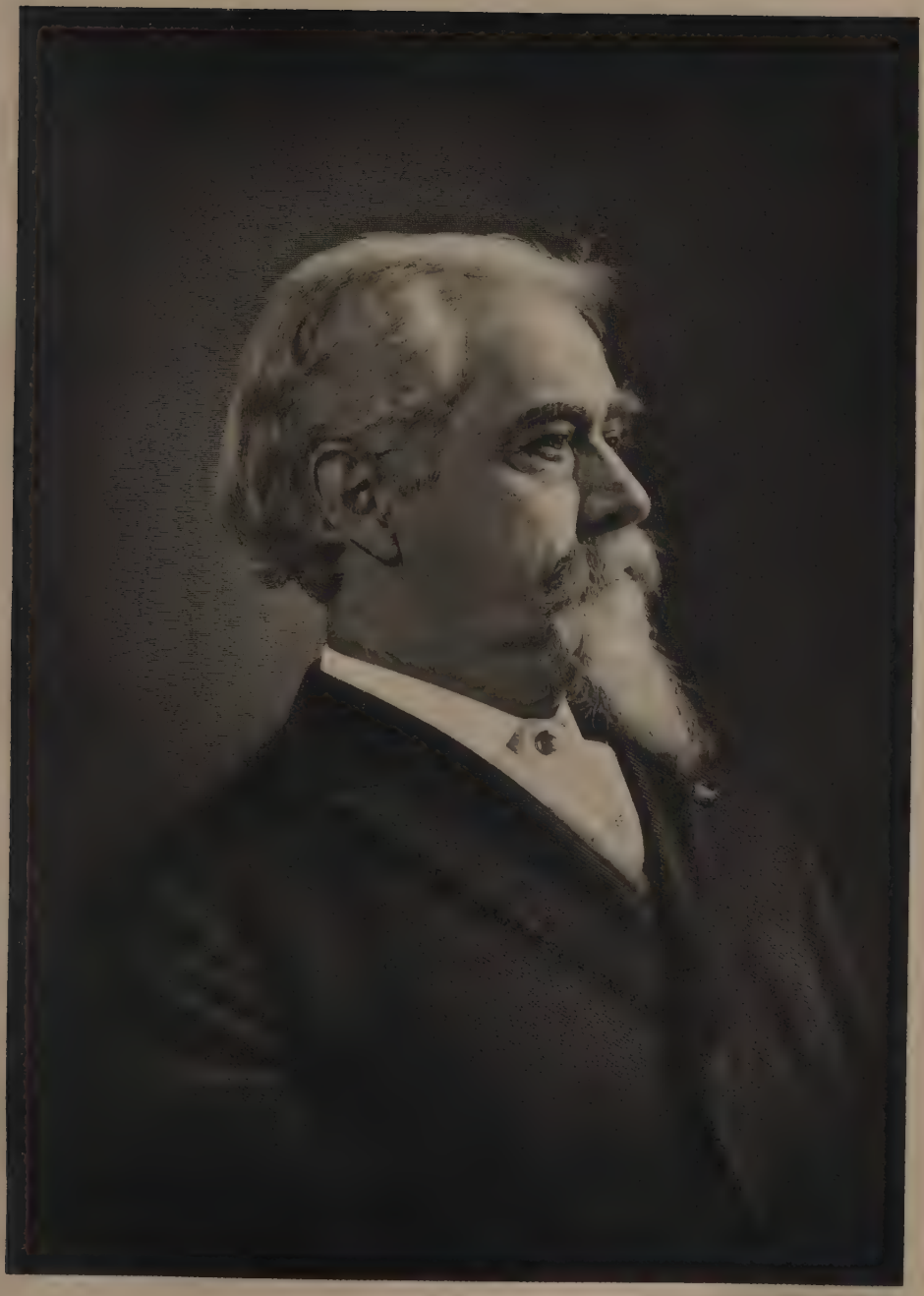
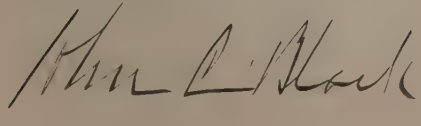




In 1895 he was appointed by President Cleveland as the U. S. district attorney for the Northern District of Illinois, serving until the close of the year 1898. Some of the important cases arising during this term are the following: Condemnation proceedings for a great portion of the so-called Hennepin Canal, connecting the Illinois River with the Mississippi River, were conducted, and enabled the work of building the canal to be promptly carried on. Joseph R. Dunlop, editor of the Chicago "Despatch," was indicted under the postal laws for publishing improper and immoral advertisements in his newspaper. His conviction was affirmed by the Supreme Court, and he was imprisoned in the penitentiary. The effect of this prosecution was to stop entirely, and throughout the United States, the acceptance by newspapers of such improper advertisements. A suit upon the bond of the Chicago House Wrecking Company, growing out of its failure to remove the old government building at Chicago in contract time, was conducted successfully for the government. Baron Edgar de Barre was convicted for carrying on fraudulent schemes through the mails, and a precedent was established by the Supreme Court on his *habeas corpus* proceedings with reference to sentences in criminal cases. William R. Hennig and others were convicted for extensive frauds in connection with Board of Trade speculations. While Hennig was serving his sentence in the La Salle County jail, the jailer was indicted for permitting an "escape" of Hennig, in that he allowed Hennig the freedom of the city, including the baseball grounds. This conviction was notice to jailers throughout the United States that they should keep their prisoners in prison, and the government has had very little trouble on this account since. James D. Allen, a soldier at Fort Sheridan, was convicted for murdering his comrade, Daniel M. Call; the case being prosecuted in the U. S. Circuit Court because the crime was committed in a United States fort, and the possible penalty was capital punishment. General Black's courage and integrity greatly contributed to his success as a lawyer and prosecutor, and his judgment was not only recognized as exceptional by his associates, but his counsel was often sought by younger members of his profession. He was appointed by President Roosevelt a member of the U. S. Civil Service Commission in 1904 and was president of the commission from January, 1904, to June, 1913, when he retired from public life. General Black was for a period commander of the Military Order of the Loyal Legion of the United States, Commandery of Illinois; department commander of the Illinois Department of the Grand Army of the Republic in 1898, and commander-in-chief of the Grand Army of the Republic in 1903-04. He was awarded the medal of honor by Congress in 1893 for his gallant service at the battle of Prairie Grove. Knox College and Dickinson College each conferred upon him the degree of LL.D. He typified the highest ideal of the American soldier and citizen. He was a stanch friend, an able counselor, a genial companion. He was known and honored from ocean to ocean. His courtesy was unfailing and his genial disposition attracted and inspired all who came within his influence or into his presence. General Black married on 28 Sept., 1867, Adaline L., daughter of C. R. Griggs, a railroad contractor and financier of Urbana, Ill., and they had four children—Mrs. Grace (Black) Vrooman (deceased), John Donald Black, Josephine L. Black (deceased), and Mrs. Helene Elizabeth Abbot.

KNOX, Philander Chase, U. S. Secretary of State, b. in Brownsville, Pa., 6 May, 1853, son of David S. and Rebekah (Page) Knox. He was educated at Mount Union College, Alliance, Ohio, was graduated in 1872, and studied law in the office of H. B. Swope. Admitted to the bar in 1875, he was, a year later, appointed by President Grant assistant U. S. district attorney for Western Pennsylvania. In 1877 he formed a law partnership with James H. Reed, resigning his official position and building up an active and lucrative practice among the coal, glass, iron, steel, and other industries abounding in the region. When President McKinley offered him, in 1897, the U. S. attorney-generalship he declined it because of the sacrifice it would entail. The portfolio of attorney-general, once more tendered him by President McKinley, in 1901, was this time accepted. In his official capacity he prosecuted the Northern Securities Company, the Great Northern, and Northern Pacific Railway Companies, constituting the merger afterward effected by James J. Hill and others. The suit began 10 March, 1902, in the U. S. Circuit Court at St. Paul, and resulted in an order of dissolution under the Sherman anti-trust act. At the same time he proceeded against the "beef trust," whose members were convicted and prohibited by a permanent rule from continuing their illegal combinations. Fourteen injunction proceedings against railroads for rebating and similar offenses were also pending, and upon request of the Senate Judiciary Committee he prepared a statement of the status of the federal suits then pending with recommendations for additional legislation to render prosecutions more certain of success. Among these were, that interstate commerce be prohibited to concerns violating the Sherman law; that both parties to the act be made punishable for rebating; that federal courts be permitted to give precedence to important government cases and others the essentials of which were enacted into law. During these activities Mr. Knox made some notable public utterances upon the character, methods, and control of trusts, pointing out as the most noxious features of the system "over-capitalization, lack of publicity of operation, discrimination in prices to destroy competition, insufficient personal responsibility of officers and directors for corporate management, and lack of appreciation of their relations to the people for whose benefit they are permitted to exist." He maintained that the government was not powerless to remedy these abuses, and in a measure demonstrated his contention by the results of his efforts. Among the other important duties of his incumbency was the investigation of the French Panama Canal Company's title and to adjust the government's relation to Hawaii, Cuba, and other possessions acquired after the Spanish-American

War. He also completed the prosecution of and wiped out the lottery companies. On 10 June, 1904, he was appointed to serve out the unexpired term of Matthew S. Quay in the U. S. Senate, and accordingly resigned the attorney-generalship 30 June following. In January, 1905, he was elected for the term expiring 3 March, 1911. He was a member of the committees on coast defenses, judiciary, patents, and organization, etc., and later succeeded Senator Spooner as chairman of the Committee on Rules. He made speeches favoring the Lake Erie and Ohio River ship canal; prohibiting the issuance and use of railway passes, and presented a bill to regulate railway freights, recognizing the right of the federal courts to review the decisions of the Interstate Commerce Commission. He was against reopening the question of the destruction of the "Maine" and so preserve good feeling between this country and Spain; and favored a lock canal at Panama. Mr. Knox was the choice of his State for the Republican presidential nomination in 1908, having been formally indorsed the year before. At the Chicago Convention he received sixty-eight votes on the first ballot. Upon his inauguration, President Taft appointed him his Secretary of State, which post Mr. Knox retained throughout the administration and filled with distinction and dignity. On 27 March, 1912, he left for a special peace mission to the Central American republics, and was everywhere received with unusual honors. With the inauguration of the Democratic régime, in 1913, Mr. Knox resumed the practice of law. In November, 1916, he was re-elected U. S. Senator from Pennsylvania by a plurality of 230,000. He was president of the Allegheny Bar Association in 1897, and is a trustee of the Mount Union College, and a member of the Lawyers' and Union League Clubs, and the American and Duquesne Clubs of Pittsburgh. In 1876 he married Lillie, daughter of Andrew D. Smith, of Pittsburgh, and they have one daughter and three sons.

BRITTON, Frank Hamilton, railroad president, b. in Ovid, N. Y., 29 Nov., 1850; d. in St. Louis, Mo., 26 July, 1916, son of Robert and Mary Catherine (Hamilton) Britton. Through his father he was descended from one of the companions of General Lafayette, who came over to this country with that great Frenchman to fight for the cause of human liberty. His father was in comparatively humble circumstances and was the tailor of the small country town in which the boy spent his earlier years, acquiring there the rudiments of his education in the local public schools. It was the sort of environment which was most likely to develop in a youth that virility and sturdiness of character which has so signally distinguished the pioneers of American industry. At an early age young Britton left school and began to earn his own livelihood. For a while he worked in a printer's shop and became an expert compositor, being able to set his stickful of type with the most experienced journeyman. At the age of eighteen, however, in August, 1868, he found his permanent field of industry, for then it was that he first entered the railroad service, there to continue through all the grades of employment to the highest, until his death. He began his railroad career as telegraph operator on the Michigan Southern and Northern Indiana Railroad. Ten months later he left this company and entered the telegraph department of the Chicago and North Western Railroad, where he remained till November, 1871, when he was given the position of assistant train-dispatcher on the Louisville and Nashville Railroad, at Clarksville, Tenn. Here he remained for three years; in December, 1874, he became chief train-dispatcher of the South and North Alabama division of the same road, at Birmingham, Ala. In 1879 he was promoted to the position of master of trains on the same division of the same road. In 1882 he became superintendent of transportation of the Chesapeake, Ohio and Southwestern Railroad, at Louisville, Ky. The following year he entered the employ of the Baltimore and Ohio Railroad, in the same capacity, having charge of the Chicago division of that road. In 1886 he became superintendent of the same division and so remained for five years, until 1891, when he left the service for a period of two years. In June, 1893, he became general superintendent of the Minnesota and Wisconsin Railway; in September of the following year the Great Northern Railway Company made him superintendent of the Montana division of its lines, shifting him over to the Fergus Falls division in the year following, where he remained till 1898. He then became assistant general superintendent of the Western district of the same road, at Spokane, Wash. In June, 1899, he became general superintendent of the St. Louis, Southwestern Railway at Tyler, Tex. In 1900 he was elected a vice-president of the road and its general manager. From April, 1912, until his death he was president of all the lines of the St. Louis Southwestern Railway, more popularly known as the Cotton Belt Line. On his becoming vice-president and general manager of the Cotton Belt Railroad, sixteen years before his death, the road was regarded as the poorest railway property in the Southwest. It was the object of ridicule of every jokester. The task of converting such a property into a first-class system of transportation was what stood before him, and Mr. Britton accepted it cheerfully and with unlimited self-confidence. To develop the territory through which it ran was by no means an enviable undertaking. It is admitted by all railroad builders that it is far easier to build two new roads than to rehabilitate one that has gone to seed, and at that time the

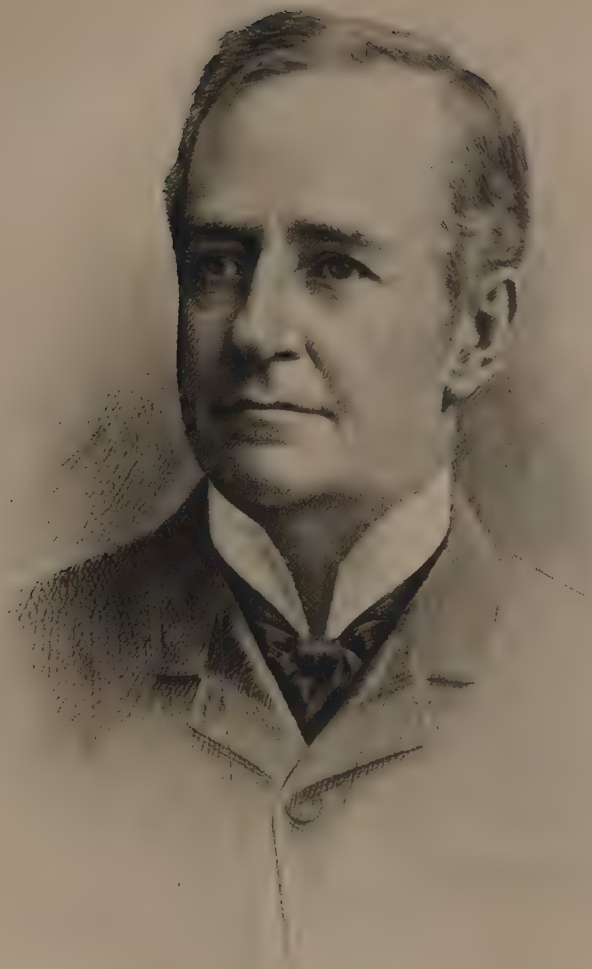
Cotton Belt lines had decidedly gone to seed. Up to that time it had been the most abused railroad running into Texas and the mere mention of its name inevitably caused a smile. But Mr. Britton, enthusiastic and filled with the vision of what it might become, set to work with characteristic energy and courage. The result of his labor was strikingly exemplified when the financial depression attending the outbreak of the war threw so many rival roads into the hands of receivers, while the Cotton Belt line went through the dangerous period without a suggestion of distress. From the day he took hold of it the development of this railroad became a passion with Mr. Britton, and his vision was caught by his subordinates to such a degree that throughout the system they worked with enthusiasm and a sense of loyalty that is rare in modern industrial life. Under the most trying conditions, with a large portion of the line traversing an undeveloped territory, he brought the property up to a high degree of efficiency. Illustrative of this, he built the bridge over the Red River so that high water no longer causes dislocation of traffic at this point. The Thebes Bridge, over the Mississippi River, admittedly one of the engineering triumphs of the country, also stands as a memorial to his enthusiasm and energy. He was also one of the principal factors in the construction of the Harahan Bridge at Memphis, which was only opened a short time after his death. He also kept in close touch with public affairs in all the principal towns and cities on the lines of his railroad system and was often foremost in improving and developing them. In every legitimate way he did all he could to encourage industries within this territory. His most notable achievement, perhaps, was the part he took in the agricultural development of Eastern Texas, where he established the first demonstration farm at his own private expense. The high degree of success which has attended truck and fruit growing in this district has been not a little due to his efforts. Mr. Britton was extremely popular throughout the Southwest, especially among the employees of his lines. It was said that he knew more men by their first names than any other railroad executive in the country. Judge E. B. Perkins, of Dallas, Tex., said of him: "He always had the confidence of those working under him. While he understood details and was familiar with them, he trusted those in charge of the various departments, requiring only that they should serve the property as he served it himself. Those who knew him intimately all agreed that no man was ever possessed of a higher sense of honor and integrity. His fairness was proverbial. He possessed the old-time imagination and optimism of the great railroad builders of the country. At the time he left the Great Northern and came to the Cotton Belt properties it is said that he had served longer as superintendent of that line than any other superintendent in its history. He was a great admirer of J. J. Hill and believed in Hill's methods of railroad management. His private character and home life were almost ideal. He was a student of science and literature and a lover of music. Although active in railroad service all his life, he never forgot his duties as a citizen." Outside of his duties as president of the St. Louis Southwestern Railways Mr. Britton was also director of the Arkansas and Memphis Bridge and Terminal Company, the Terminal Railway Association of St. Louis, and the National Bank of Commerce of St. Louis. He was a member of the St. Louis, Mercantile, Glen Echo, Noonday, Missouri Athletic, and the St. Louis Railway Clubs. As a Mason he was a member of the Blue Lodge, the Knights Templar, Scottish Rite, thirty-second degree, and a Mystic Shriner. His name was also on the membership roll of the St. Louis Academy of Sciences. On 12 March, 1873, Mr. Britton married Ida Frances Freeman, daughter of Stephen Rice Freeman, a prominent merchant of Ravenna, Ohio. They had five children: Mrs. Edna Lillias Waldron; Robert Freeman; Roy Frank; Ada and Ida Britton.

BRITTON, Roy Frank, lawyer, b. in Cleveland, Ohio, 18 March, 1881, son of Frank Hamilton and Ida Frances (Freeman) Britton. His first American paternal ancestor was one of the companions of General Lafayette, who came over to this country from France during the Revolution to assist the colonists in their fight against England. His father was the well-known railroad magnate, Frank Hamilton Britton, president of the St. Louis Southwestern Railway lines and builder of the Thebes Bridge, over the Mississippi River. Mr. Britton's early education was acquired in the public schools of Minneapolis, Minn., and Spokane, Wash. On graduation from high school he entered the University of Michigan, from which he graduated in 1902 with the degree of LL.B. He then took a post-graduate course and by the following year had earned his LL.M. degree. He did not immediately begin to practice law, however, but, together with his brother, Robert F. Britton, he entered the automobile business, being secretary and treasurer of the A. L. Dyke Automobile Supply Company, the first automobile supply house in America. In the latter part of 1905 he began his professional career, becoming assistant general attorney of the St. Louis Southwestern Railway Company some months later. This position he held for seven years; in December, 1912, he became a member of the law firm of Collins, Barker and Britton, in St. Louis. Already Mr. Britton had become deeply interested in politics and had associated himself with the Republican party organization. He was elected a representative to the Forty-sixth General Assembly of Missouri. He served on the Judiciary, Roads and Highways, and the Clerical Force Committees in the House of Representatives. During 1911-12 he was a member of the Missouri Workmen's Compensation Commission, after which he was president of the Missouri Highway Association, until 1913. In 1916 he received the Republican nomination for lieutenant-governor of the State at the primaries, but was defeated at the elections in the following autumn, though he ran 14,000 votes ahead of the national Republican ticket in the State. Mr. Britton, in spite of his youth, is regarded as one of the most promising young lawyers of the Middle West. That he has accomplished so much during the comparatively few years since he has begun his career is largely due

to his untiring energy and perseverance, with which he combines a quickness of perception and of mental grasp that rarely errs in judgment. He is a member of the American, the Missouri, and the St. Louis Bar Associations. During 1911-12 he was president of the Automobile Club of St. Louis. His name is also inscribed on the rolls of the St Louis, the Mercantile, the Century Boat, the Bass Island, and the Railroad clubs. He is a member of the Sons of the Revolution and many civic organizations, besides being also a Mason and an Elk.

DE KOVEN (Henry Louis), Reginald, composer and critic, b. at Middletown, Conn., 3 April, 1861, son of Rev. Henry and Charlotte (Le Roy) de Koven. He comes of distinguished ancestry, the first of the family in America being Captain de Koven, of the English army, who married a granddaughter of Gov. John Winthrop, of Connecticut. His father, a noted clergyman of the Protestant Episcopal Church, took up his residence in England in 1872. There, accordingly, he was prepared for college, entering St. John's College, Oxford, where he was graduated A.B. with the highest honors in 1881. He showed signs of musical ability at an early age, and received his first instruction on the pianoforte at seven. After graduation he went to Stuttgart, Germany, and became a pupil of William Speidl and later studying professionally with Dr. Lebert and Professor Pruckner, in Frankfort-on-the-Main, with Sig. Vannucini in Florence and with Henschel in London. Finally he studied composition under Franz von Suppe and Richard Genee in Vienna, and Leo Delibes in Paris. Mr. de Koven's first opera, "The Begum," was composed in 1887, and had its first performance by the McCaull Opera Company. Its success was immediate. A light opera, entitled "Cupid, Hymen and Company," was written before this, but not produced. While in Vienna he composed his second success, "Don Quixote," which was brought out by the famous "Bostonians" in 1889. This was followed in the next year by "Robin Hood," probably his best known work, which had its premier at the Prince of Wales Theater, London, in 1891. Its delightful spontaneity won instant favor, and it immediately took rank with the standard light operas of the world. It had a long run in New York, and other American cities; ran for three years in London, and was then taken through the British provinces, to South Africa and Australia. It has been periodically revived ever since. "Robin Hood" was followed in rapid succession by "The Fencing Master," "The Algerian," "Rob Roy," "The Knickerbockers," "The Tzigane," "The Mandarin," "The Highwayman," "The Man in the Moon," "The Three Dragoons," "Papa's Wife," "Foxy Quiller," "The Little Duchess," "Maid Marian," "Red Feather," "Happyland," "The Student King," "The Golden Butterfly," "The Beauty Spot," and "The Snowman," all of which were favorably received. The tuneful and brilliant "Fencing Master" fairly rivaled the success of its predecessor, "The Tzigane." It is distinguished by much local color and great melodic beauty. The "Highwayman," which is considered by some his best work, had an exceptionally long run. "Happyland" was written for De Wolf Hopper and sung by him and his company for several years after 1905. Mr. de Koven has also written nearly 150 ballads and songs, some of which, like several from "Robin Hood," have become classics of their time. The best known of his songs is, perhaps, "O, Promise Me," made famous by the late Jessie Bartlett Davis, but his "Indian Love Song" and "A Winter Lullaby" are heard almost as often. His settings of Eugene Field's "Little Boy Blue," Burns' "My Love Is Like a Red, Red Rose," his own "Marjorie Daw," and Kipling's "Recessional" are of unusual beauty. Among his instrumental compositions are an orchestral suite, a piano sonata, and several incidental pieces for piano as well as orchestra. In 1892 Mr. de Koven took up his residence in New York and has since remained there, with the exception of one year in Chicago (1882) and six in Washington, D. C., where he founded the Washington Symphony Orchestra and was its conductor during 1902-05. After his return to New York in 1882 he served as musical critic on various publications, and has also occupied the same position on the New York "World." He is a member of the National Institute of Arts and Letters, the Manuscript Society, of which he was president during 1897-98, and the Union, Knickerbocker, Brook, and Lambs Clubs of New York City. Mr. de Koven's name occupies a unique position in the history of American music. Not only was he the first American whose work was placed among the acknowledged classics of light opera, but his success in that direction has not since been equaled in this country; possessing all the qualities of a true classic, genuine inspiration, beauty of form and perfect workmanship, the charm of "Robin Hood" is as fresh and irresistible today as when it was first produced. Mr. de Koven's latest works are: "The Wedding Trip," and his grand opera, "The Canterbury Pilgrims," first produced in March, 1917. The book is by Percy MacKaye. Among the most prolific of all composers his well of inspiration seems almost inexhaustible. He married 1 May, 1884, Anna, daughter of the late U. S. Senator, Charles B. Farwell, of Illinois, and they have one daughter, Ethel.

McLANE, Allan, soldier and financier, b. in 1822; d. in Washington, D. C., 16 Dec., 1891. He belonged to a Delaware family which numbers among its members many distinguished soldiers and statesmen. His father, Louis McLane, was Secretary of State, Secretary of the Treasury, and Minister to England during President Jackson's administration; again Minister to England in the administration of President Polk; and later was president of the Baltimore and Ohio Railroad Company. His grandfather, Allan McLane, an active cavalry officer, conspicuous for his bravery in the Revolutionary War, was a trusted friend and counselor to General Washington. Others of the family served in the army and navy in the War of 1812. Of his six brothers, Robert, afterward governor of Maryland, entered the army; Louis entered the navy, while another brother served under General Scott in Mexico, and was killed in battle with the Indians in 1860. In 1837, after his election to the presidency of the Baltimore and Ohio Railroad,



Allan McLean

Louis McLane removed his family to Baltimore and his family became identified with the growth of that city. Allan McLane was prepared for Princeton College, which for a time he attended, but his inherited tendency toward a military career caused him to abandon his collegiate work in 1842 and accept a commission as midshipman in the U. S. navy. His first naval service was on the old frigate "Constitution," on a short cruise along the coast. He then joined the frigate "Brandywine" and under Commodore F. A. Parker sailed around the world (1843-45). At the outbreak of the Mexican War Midshipman McLane was ordered to the Rio Grande on the frigate "Potomac" under Capt. J. H. Aulick. With other vessels of the squadron the "Potomac" sailed for Point Isabel to the assistance of General Taylor, and at the landing served on Captain Aulick's staff on the expedition up the Rio Grande. He afterward took part in the landing of the U. S. army at Vera Cruz; was present at the first attack on Alvarado, and bore his share of the hardships of the blockade of Vera Cruz. Of this period of his life a friend has written: "Midshipman McLane commanded the respect and confidence of his superior officers, and the love and friendship of his messmates; while no officer was more liked and trusted by the sailors." During the siege of Vera Cruz there occurred an incident where Midshipman McLane's gallant conduct won him honorable mention in the official dispatches, and should have brought him promotion. A masked battery, erected by General Scott, was placed within 700 yards of the enemy's lines and its heavy guns manned by sailors. The battery opened fire 24 March, 1847. Midshipman McLane was present at a gun manned by the men from the "Potomac," and, on hearing the officer in command, Lieut. A. P. Baldwin, complain that the obstructions had not been sufficiently removed, sprang through the embrasure, and with the aid of two sailors, cleared away the brushwood under a furious storm of shot and shell. At the close of the war he was ordered to the U. S. Naval Academy, Annapolis, to complete his studies. While there he was universally esteemed; was invariably called upon to preside over all meetings of the midshipmen, and was graduated with honor in the summer of 1848. He then went into service as a naval officer and in that capacity served a year in the U. S. coast survey, but in 1849 resigned his commission to enter the service of the Pacific Mail Steamship Company, a connection which promised speedier promotion than the military profession. At that time the Pacific Mail steamers were built for war as well as commercial purposes, and under their mail contract, all were commanded by naval officers. For a time Mr. McLane was in command of several of the company's ships under instructions from the government, but after his resignation from the Navy Department devoted his entire energy to the interests of the Pacific Mail Steamship Company. His affiliation with this company lasted for more than twenty years, and throughout all this time he showed remarkable administrative ability and gained the affection and admiration of all who served under him. His first steamer was the "Fremont," which he took from San Francisco to Panama via Cape Horn. He was soon promoted to steamers of larger tonnage, and his ability, zeal, and efficiency brought him the promotion to the position of the company's agent at Acapulco. Here his great administrative talent brought him into such favorable notice that, in 1856, he was made general isthmus agent at Panama. On the way to Panama occurred another of the episodes with which Mr. McLane's life was replete, and which demonstrated the quick forethought and prompt decision of which he was master at all times. The steamship "Golden Age," on which he was a passenger, touched a hidden reef and sprung aleak. Commodore Watkins placed the ship in command of Mr. McLane, whose knowledge of the coast was thorough. He landed the "Golden Age" on the only sand beach near at hand when the after part of the vessel was sunk in twenty feet of water, thus by his knowledge and courage saving the ship, passengers, and over $2,000,000 in treasure. In 1860 Mr. McLane was elected president of the company, succeeding W. H. Davidge, resigned, and, having removed to New York, remained as its head until 1870, when he retired permanently from business life. His ten years' administration of the company's affairs was characterized by the greatest skill and success. His board of directors consisted of such strong men in the mercantile life of New York City as W. H. Aspinwall, Charles H. Russell, Samuel W. Comstock, Charles Augustus Davis, Joseph W. Atsop, Frederick H. Atsop, Frederick H. Wolcott, Howard Potter, and David Hoadley. Such large, fine steamers as the "Constitution," "Sacramento," and others were put into commission; the China service was established, and at the time of his resignation the introduction of propellers as a substitute for side-wheel steamers was ready for consummation. To Mr. McLane alone belongs the credit for the betterment of the Pacific and Atlantic coast service, in the mail, passenger, and mercantile interests of the people of the East and West; and to him must be given the credit for the opening of the trans-Pacific steam trade with China and Japan. Following his retirement from the presidency of the company, Mr. McLane traveled in Europe for some years and finally made his home in Washington, D. C., where he erected a handsome residence on Iowa Circle. Here he lived a quiet, retired life, dearly beloved by all who knew him. His natural gifts were many, and, combined with his fine educational advantages, made his advance to position and influence inevitable. He was modest and retiring in manner, thoughtful of others and tender-hearted, a loving husband, indulgent father, and faithful friend. His integrity was unassailable and the purity of his character was unmarred. On the occasion of his death, the Society of the Cincinnati, of which he was a member, paid him the following tribute: "A gallant soldier, a polished gentleman, an upright citizen, faithful in all the relations of life. Allan McLane was of the stuff of which heroes are made, and we are proud to number him among the worthy Sons of the Cincinnati. Manly, loyal, courteous, he was of the type which we all admire, and which our Society seeks to perpetuate."

LAWSON, Victor Fremont, editor and publisher, b. in Chicago, 9 Sept., 1850, son of Iver and Malinda (Henderson) Lawson. Vic-

tor F. Lawson became a power in the publishing world, and thereby in the life of the nation, through what appears to have been an instinct for avoiding the easier of two roads—the line of least resistance. At every crossway in his career, he has shown this tendency. Other men in their march upward have usually chosen the popular way, the conventional way, the way that had been hewed out for them and in which a comparatively small effort would bring quick results. But Mr. Lawson, either by conscious selection or by inborn tendency, has chosen to blaze his own trail toward the goal of his desire. Mr. Lawson manifested this trait of character early in his career. Born at the old Superior Street home of the family, he had attended the historic Ogden School in Chestnut Street between Dearborn and State Streets, had graduated from the old Chicago high school on the West Side in 1869, and had then gone to Phillips Academy at Andover, Mass., intending to prepare there for Harvard. But his health proved to be such that he was advised to abandon the college idea, and he returned to Chicago a few months before the great Chicago fire in 1871. It would have been the natural and easy thing for young Lawson to have gone into his father's real estate business which was assuming large proportions. The elder Lawson, Norwegian by birth, had come to Chicago prior to 1840. The son, choosing his own career, turned his back upon the opportunity his father's business offered, and began to devote his energies to the "Skandinaven," a small foreign-language paper in which his father had taken stock, but regarded as of small importance in a business way. Lawson's father died in 1873. On Christmas Day, 1875, one of Victor F. Lawson's boyhood friends, Melville E. Stone, now general manager of the Associated Press, decided, with Percy Meggy, who has now long been engaged in journalism in Australia, and William E. Dougherty, who died some years ago, to found a daily evening newspaper. Mr. Lawson was to let them have a 10 x 12 office on the main floor of the Skandinaven Building—then at the site now occupied by the Chicago "Daily News"—and a part of the fourth floor for composing and editorial rooms, and was to print their first numbers on the "Skandinaven" press. The partners had $5,000 to lose in their venture. Everyone predicted that they would lose, for they were attempting to issue the first penny paper in a world of five-cent publications. At the end of a few weeks Dougherty dropped out. Later Meggy quit. At the end of six months Stone, though confident of success, was out of money. On 1 July, 1876, he sold to Mr. Lawson, who was then twenty-five years of age. Now, in taking over the experimental sheet Mr. Lawson chose the harder road. Everyone else, save Stone, believed the paper could not succeed. His father's friends advised him against it. The "Daily News," for one thing, could get no Western Press Association franchise, which means that it was in the same position as a newspaper which today could get no Associated Press Service. Again Mr. Lawson had to consider the problem of circulating a penny paper in a city without pennies. But he foresaw the appeal of the one-cent newspaper and decided to stake his fortunes upon it. This decision determined his career. A second important step was his partnership with Melville E. Stone. Mr. Lawson, realizing Stone's scientific imaginativeness, early sold him a third interest in the paper. With Mr. Lawson, as publisher, and Mr. Stone, as editor, they began the uphill fight. To meet the penny difficulty they brought in pennies by the $1,000 worth, piling them up in the "Daily News" windows and distributing them throughout the city with merchants who were willing to aid in bringing the one-cent piece into circulation. It would have been much easier to have put the paper on a five-cent basis, but in time the penny won its way. At this point Lawson took a radical step. He decided to publish daily a true statement of circulation. This decision was against all precedent. Every newspaper publisher puffed his circulation to at least treble its total. Older newspaper men said that Lawson would ruin himself if he admitted that the "Daily News" had only 10,000 circulation. But the young publisher was determined to have it understood, once and for all, that integrity was the essential quality of his paper. He wanted no taint of fraud about it, no matter how small, and the first unpadded statement was published 1 Jan., 1877. Again Victor F. Lawson chose the harder way by establishing a fixed advertising rate, known to everyone. Up to that time it had been the practice to dicker with each individual, granting the better bargainer liberal rates, and taking it out of the easy customer. But Mr. Lawson ruled that the "Daily News" space should be worth a certain amount and that no advertiser need expect favors nor fear extortion. Having dared the disfavor of his biggest advertisers by refusing to cut below his advertised rate, Mr. Lawson dared offend them further by refusing to grant special favors—either as regards particular positions for their advertisements, or through muzzling the news columns in their interest. The little Chicago "Daily News" lost a good many advertisements before the public began to realize that these new policies were the manifestations of courage, integrity, and progressiveness. Again Mr. Lawson took the harder path when he decided to build up his classified advertising pages. It would have been simpler, and for the time more profitable, to have worked for the display advertising of the big stores. But he realized that the paper which secured the most want ads must eventually become the leading paper in the field. So he worked patiently day after day, adding one three-line advertisement to another. In 1916, the "Daily News" averaged 3,200 want ads a day, having begun with 300. On the editorial side Melville E. Stone was equally progressive. He did much to overcome the lack of press service by securing special correspondence. The "Daily News" won its first triumph, in this way, by getting on the street with the news of Rutherford B. Hayes' nomination before any of its competitors had the news. In fact, the bulletins of the Western Union were not yet posted. The second victory of Lawson and Stone was at the expense of the "Post," a two-cent evening paper published by the McMullen Brothers.

The "Post" was charged with stealing the specials of the "Daily News." This, naturally, was denied. The owners of the "Daily News," therefore, laid a trap. On 2 Dec., 1876, the impending Turco-Russian War was making everything from the Balkans of interest. The "Daily News" printed, under a London date line, a story of riot in Servia in which this impressive Slavonic sentence appeared: "Er us siht la Etsll Iws Nel lum cmeht." The "Post" promptly reprinted the story and then the "Daily News" ran it again and reversed it so that everyone could see that it read: "The McMullens will steal this sure." The "Post" was almost laughed to death, and in less than two years suspended. Lawson and Stone bought it for $16,000, thus securing the long-desired press franchise. This victory, following upon the splendid work done in the strike riots of 1877, during which almost hourly editions were issued, established the "Daily News" as a power in the western newspaper field. Lawson and Stone, in March, 1881, founded the "Morning News." This paper, the name of which was changed to the "Morning Record," had the distinction of having been voted full membership in the Western Press Association by the five papers already in the morning field. This was a thing unique, for the other papers thereby voluntarily furnished their new opponent with the weapon with which to fight them. Melville E. Stone dropped out of the partnership in 1888. Thereafter Victor F. Lawson took entire personal charge of both business and editorial activities. "I regard Mr. Lawson as the best newspaper business manager in the United States," said Mr. Stone at this time. "I attribute his success to strict integrity, thorough business methods, and a close knowledge of every detail of his business. He has a wonderful capacity for detailed work." By 1901 the business of the "Daily News" had grown to such volume that Mr. Lawson decided to drop out of the morning field and devote all his energies to his evening paper. The "Record" was consolidated with the "Times-Herald" as the "Record-Herald" and at present is known as the "Herald." The "Daily News" now has daily sales in excess of 446,000 copies. This circulation has been gained without recourse to catchpenny methods or sensationalism. Time and again has Mr. Lawson been urged to try this or that circulation-getting trick, but he has steadily refused. He preferred to pass by the easy ways of getting a temporarily expanding circulation, and to go on the slower and more difficult, but more reliable, way of a circulation gained through confidence and respect. Just at present the "Daily News" is profiting greatly in reputation through this penchant of its owner and editor for taking the harder path. Some eighteen years ago Mr. Lawson decided that he could no longer be satisfied with the Associated Press reports from Europe. The press association, even at that time, was giving a good service, and other papers were content to accept it. True, it might not always be all that could be hoped, but then Americans were not interested in cable news anyway, and a special service would be very expensive. Mr. Lawson might have taken this easier course also. But he wanted European news that would thoroughly represent the American point of view. So he opened a London office. Later he opened "Daily News" offices in Paris, Berlin, Petrograd, and Rome. He put them in charge of American newspaper men, usually trained on the "Daily News." The Lawson paper was thus raised above the taint or angle of the British Reuter's, the French Havas agency, or the German Wolf's. This organization before the war gave the Chicago paper much prestige, for the "Daily News" bureaus furnished Americans abroad with a headquarters in the important European capitals; reading and writing rooms, information bureaus, and other benefits in kind. To show how serviceable these bureaus could be to Americans it is only necessary to note that when Miss Jane Addams, who presided at the Women's Peace Congress at The Hague, sought an interview with the German chancellor, it was Oswald Schuette of the "Daily News" who obtained it for her. "Your men are everywhere," she said to Mr. Lawson upon her return to Chicago. "I met Mr. Bell in London and Paul Scott Mowrer in Paris. When we reached Rome there we found Edgar Mowrer awaiting us. They were all helpful. The 'Daily News' has a right to be proud of its foreign service." Since the war has been under way, this foreign service has gained for Mr. Lawson's paper the distinction of including in its list of subscribers a member of the British cabinet who takes it because he believes it to print the fullest and most reliable war news of any paper in the world. "Now why," asks the "Editor and Publisher" in this connection, "does this minister of one of the greatest nations at war depend upon a Chicago newspaper for accurate information regarding the world struggle? Why did the London 'Chronicle' in its issue of 19 June, 1915, characterize the 'Daily News' as 'by far the best evening newspaper in the world,' and state that 'it has published more special war news than any paper in America'? Why has the 'Daily News' been enabled to score more beats on the war in its special foreign service than perhaps any other paper in the world? Why is its foreign news service subscribed to by papers from California to the Atlantic seaboard, in Canada and even in London? Why have London papers paid cable tolls to have sent back to them across the Atlantic news which they have been unable to gather?" Mr. Lawson's own answer to these queries is this: "We began sixteen years before the war to get ready to cover the biggest piece of news in history and when the news broke it found us ready." As a result of this slowly and expensively constructed European service—it cost Mr. Lawson over $170,000 in 1916—the "Daily News" was able to put thirty correspondents of its own into the field, covering every front. The Chicago paper furnishes news to New York and Philadelphia—no small triumph for a western publication—and to London itself. The biggest single achievement probably was Louis Edgar Brown's exploit in beating the world with the story of the Servian catastrophe. This was cabled from Rome to Chicago, 2,000 to 3,000 words a day for more than a week, and then rewired to the Northcliffe papers in London,

where only the most meager information in regard to the catastrophe had come to hand. Mr. Lawson himself, in view of present results, regards the establishment of the European bureau as his greatest news success. Mr. Lawson's instinct for taking the harder way has often revealed itself outside the field of his own private business. A noteworthy example was in his fight to save the Associated Press. This organization had so nearly been destroyed by its younger competitor, the United Press, that it had lost all but three or four papers in New York, Chicago, and Philadelphia. Its employees were all expecting to find themselves out of employment at any moment. In this crisis the Associated Press people turned to Mr. Lawson. It would have been easier for him to have followed the crowd into the United band wagon. But he decided to fight and accept the presidency. As a result of his campaign the Associated Press was rehabilitated, the United being driven from the field. When he had made the Associated Press the largest news collecting and news disseminating agency in the world, Mr. Lawson resigned from the presidency. He has remained, however, as one of the board of directors. Politically, Mr. Lawson has also chosen the harder way. It would have been far easier for him to have played party politics. There was no politically independent paper in Chicago when he began; hardly half a dozen in the whole country. The "Daily News" would have found for itself a ready-made backing had he consented to make it a party organ. But, in a day when the independent voter was almost unknown and when he was the subject of derision and abuse, Mr. Lawson chose to become an independent and to lead others away from their slavish adherence to party candidates, no matter how unworthy. In the national campaign of 1880, for instance, the "Daily News" leaned toward Garfield and four years later supported Cleveland. The Municipal Voters' League of Chicago, which endorses aldermanic candidates solely on their record, is a type of the political activities Mr. Lawson has fostered. He believes this policy of political independence has been the greatest factor in the business success of the "Daily News." The public was early convinced by this independence as to the sincerity of the paper's management. Another instance of the Lawson penchant for doing the unpopular thing was his campaign for the postal savings bank. When this measure was proposed it had the opposition of the money interests. Many of Mr. Lawson's friends and biggest customers were opposed to government banks. But the publisher and editor of the "Daily News" and, at that time, the "Daily Record," went ahead nevertheless. He began his fight in 1897, sending millions of pamphlets through the country and circulating petitions in thousands of towns. He would have won at that time but the Spanish-American War diverted attention. Afterward he resumed the fight and was so well recognized as the father of the postal savings bank that President Taft, in 1910, presented him with the pen with which the measure was signed. Next to its achievement in establishing in Chicago the principle of independent journalism, Mr. Lawson regards the postal bank system as the greatest work his publication has accomplished for the people. It is of interest to note in how many ways Mr. Lawson has made the "Daily News" essential to the people of his city through service for them. In the public schools are found the "Daily News" Free Lectures. The free lectures began as a result of the Spanish-American War. There was only one lecturer then. Today more than 400 entertainments are given in the schools each year, the "Daily News" paying the rent and all other expenses. As the lectures are both instructive and entertaining they are always largely attended. They serve moreover to promote Mr. Lawson's ideal of a schoolhouse as the center of neighborhood civic development. One of Chicago's schools has been named for the publisher, the Victor F. Lawson, at South Homan Avenue and West Thirteenth Street. The "Daily News" band is known to everyone in Chicago. For many years this big organization of small boys has played in every important parade. While its advertising merit was not overlooked, the band was started mainly for the benefit of the newsboys. The carriers were given the chance of a musical education. The "Daily News" Fresh Air Fund also deserves mention. For many years the paper has directed this practical philanthropy. An open-air sanitarium is maintained in Lincoln Park. Thousands of babies, sick children, and ailing mothers are given free treatment here every summer. Not only are many lives saved thus but the instruction given to mothers is directly helpful in decreasing the sick rate by spreading practical knowledge as to intelligent nursing, proper feeding, cleanliness, and fresh air. A list of Mr. Lawson's large gifts to the support of agencies for social betterment would astonish even his best friends, who know well his readiness at all times to assist in putting a beneficent idea on its feet and making it move forward effectively in the cause of human progress. His contribution of $100,000 to the Y. M. C. A. may be cited as a single example. Mr. Lawson was married 5 Feb., 1880, to Miss Jessie S. Bradley, daughter of William H. Bradley, one of the prominent citizens of Chicago. No children were born to this union. The Lawson residence at 1500 Lake Shore Drive is noteworthy. The Lawson summer estate of nearly 1,500 acres is located at Green Lake, Wis. Mrs. Lawson, who died 2 Oct., 1914, after a long illness, was a devout and active member of the New England Congregational Church, as is also Mr. Lawson.

YOUNG, George Murray, pioneer of Ohio, b. in Litchfield, Conn., 1 April, 1802; d. in Dayton, Ohio, 30 Aug., 1878. Dr. Hugh Murray Young (1742-1815), his father, was of Scotch-Irish parentage and descent. On account of participation in the ill-fated Emmet rebellion in Ireland, he emigrated to the United States, where he resided and practiced his profession until his death. George M. Young was educated in the Exeter and Poughkeepsie Academies, but was obliged, by the death of his father, to abandon his studies at an early age. He found employment in the printer's trade; became proficient in it, and before attaining his majority embarked in the printing and publishing business, which he

pursued successfully for several years while living in the East. In 1835 he removed with his family to Newark, Ohio, where for the next ten years he was engaged in commercial enterprises. Among other activities, he operated a line of boats on the Ohio and Erie Canal. In the memorable political campaign of 1840 he was the candidate of the Whig party for the State senate from Licking County, and, notwithstanding the heavy normal Democratic majority, came within forty votes of election, running far ahead of his ticket. Ten years later he removed to Cincinnati, where, for six years, he was at the head of a large produce and commission business. Here he remained until 1851, when removal was made to Dayton, where the family has since resided without interruption. Not long after arriving in Dayton, he retired from active business. For some years he held the office of justice of the peace, and was elected mayor of the city twice in succession. Subsequently he was appointed U. S. commissioner, and in that capacity he served until his death. In early life a Whig, Mr. Young became a Republican in the readjustment of parties during the fifties. He was a most earnest opponent of slavery as long as the institution existed, and was zealous and energetic in support of all moral and religious causes. In the temperance movement, especially, he took a deep interest and had a prominent part. During his residence in Cincinnati, he was grand worthy patriarch of the Sons of Temperance; when that organization had a membership of 30,000 in Ohio, and he was one of the editors of its official paper, the "Organ and Messenger." From early manhood he was an active member of the Independent Order of Odd Fellows, in which he held various important offices. In his religious affiliations, Mr. Young was a Congregationalist, until the local church of that denomination in Dayton passed out of existence; when, for the remainder of his life, he was a member of the Third Street Presbyterian Church. "Mr. Young's abilities," said a contemporary, "were of a high order." He early made up for his lack of collegiate education by wide and diligent reading, and so became well informed in politics, history, and general literature, having, at the same time, a mind well stored with that diversified, practical information which comes from daily intercourse with men and extensive business experiences. While he was never admitted to the bar, he had published law books in his younger years, had read law attentively, and had acted to such an extent as notary public, conveyancer, master commissioner, and receiver, and in other ways closely related to the law and the courts, that his legal knowledge and ability were well recognized and highly respected. He was a great admirer of the Puritan race and character, and was himself the possessor of many pronounced traits which gave marked evidence of his New England birth and education. While naturally modest and retiring in manner, he had the full courage of his strong convictions, and, when aroused, he was outspoken in their advocacy, fearless and uncompromising in their defense. Faultless in honor, fearless in conduct, and stainless in reputation, he always enjoyed, in whatever community he lived, the unqualified confidence and respect of all with whom he associated. Mr. Young married in 1826, at Lyme, N. H., Sibel Green, daughter of Benjamin Green. Her grandfather was Col. Ebenezer Green, a Revolutionary soldier, whose tombstone still stands in the old Lyme burying-ground. Through her mother, Sibel Green was a granddaughter of Benjamin Grant, also of Lyme, N. H., who was the great-great-grandfather of Alice and Phoebe Cary, and whose parents were also ancestors of Ulysses S. Grant.

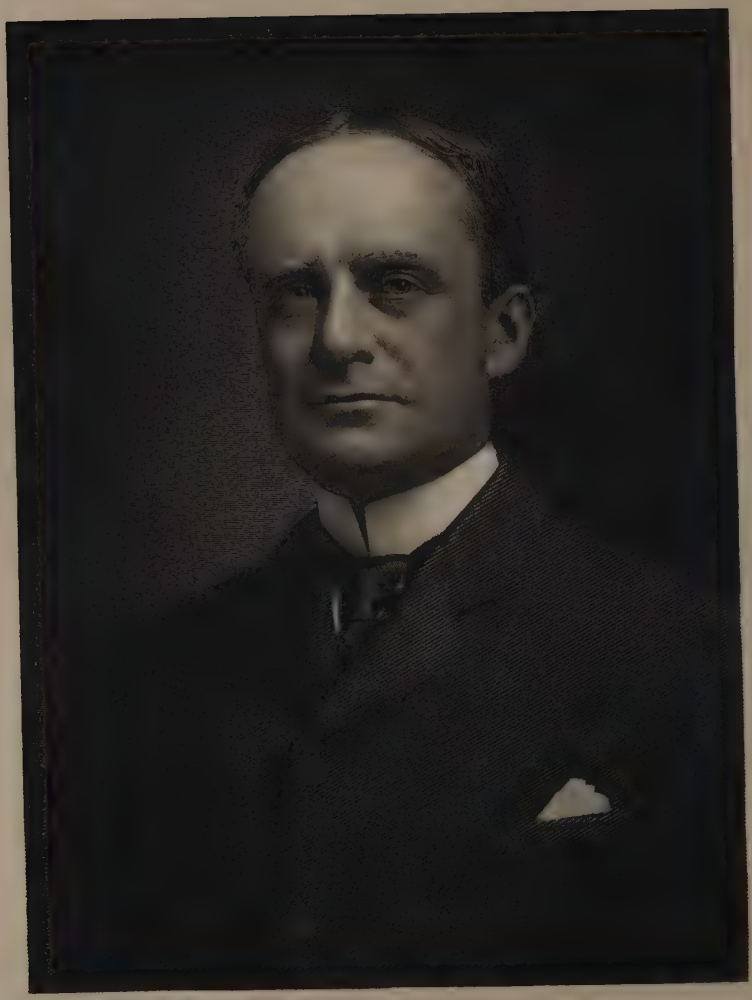
FARLEY, John Murphy, cardinal, b. in Newton Hamilton, County Armagh, Ireland, 20 April, 1842, son of Philip and Catherine (Murphy) Farley, the descendant of a family distinguished for patriotism in the history of Ireland. Under the direction of a private tutor, Hugh McGuire, a pious man afterward admitted to the priesthood, the future cardinal, who was of an unusually serious turn for a child, received a deeply religious training. Indeed, he evinced such precocity in religious matters that he was presented for confirmation at the age of seven, and at first rejected by the bishop because too young, he was accepted after a rigid examination. He also attended St. Macartan's College, Monaghan, and upon his family's coming to the United States continued his education at St. John's College, Fordham, N. Y., where he was graduated in 1866. He prepared for the priesthood in St. Joseph's Seminary, Troy, N. Y., where he attracted the attention of Archbishop McCloskey, and at his solicitation was sent to the American College in Rome. After four years' study there he was ordained priest 11 June, 1870, and upon his return to the United States became assistant rector of St. Peters, New Brighton, S. I. Two years later he was made private secretary to Archbishop McCloskey, which position he resigned in 1884 to become rector of St. Gabriel's Church, New York City. In the same year he was honored with an appointment as private chamberlain to Pope Leo XIII with the title of monsignor, but his services being deemed indispensable to the diocese by the archbishop he was not allowed to depart for Rome. He was appointed an official advisor to Archbishop Corrigan, and for some time served on the diocesan school board and board of examination. In 1891 he succeeded Monsignor Preston as vicar-general of the archdiocese of New York, and in the following year the post of domestic prelate to Pope Leo XIII was added to his honors. In 1895 he became prothonotary apostolic, and, appointed auxiliary bishop of New York was consecrated, on 21 Dec. of the same year, as titular bishop of Zeugma. Thus far he had retained the rectorship of St. Gabriel's where he was greatly beloved by his congregation. Upon the death of Archbishop Corrigan, however, the responsibility of the diocese devolved upon him with the appointment as administrator, and he resigned his former charge. On 5 May, 1902, he became the fourth archbishop of New York and entered upon pontifical duties at St. Patrick's Cathedral. On 27 Nov., 1911, Archbishop Farley was created a cardinal of the church by Pope Pius IX. The news of the pope's action was the occasion for great rejoicing on the part of the Catholic population, signifying as it did a greater recognition of America in the counsels of the church. Archbishop O'Connell,

of Boston, was raised to the cardinalate at the same time. Monsignor Farley went to Rome in the fall of 1911 and on 27 Nov. received the red hat in the Vatican. Upon his return a great reception was tendered him, and a week's festivities, beginning with a triumphal procession, and of which the nightly illumination of St. Patrick's Cathedral was a feature, followed. Cardinal Farley has given considerable attention to sociological questions and has spoken publicly in the advocacy of the Catholic Church. He is the author of a "Life of Cardinal McCloskey" (serially in "Historical Records and Studies," 1899-1900); "Neither Generous nor Just" (a reply to Bishop Potter), in the "Catholic World" (1889); "Why Church Property Should Not Be Taxed," in "The Forum" (1893), and a "History of St. Patrick's Cathedral."

MUNSTERBERG, Hugo, psychologist, educator and publicist, b. in Danzig, West Prussia, 1 June, 1863; d. in Cambridge, Mass., 16 Dec., 1916, son of Moritz Münsterberg, a prominent lumber merchant and extensive traveler. Hugo was the third of a family of four brothers, and his was a childhood of rare happiness in a home where interest in literature, art, and music was fostered, and treasures of the mind were valued above all else. At the age of seven he wrote his first poem, inspired by the outbreak of the Franco-Prussian War, and the muse of poetry never deserted him throughout his busy life, although his life work was concerned with scholarship rather than literature. When he was nine years old, he began lessons on the violoncello. He was educated first in a private school, but after 1872, in the city "Gymnasium" of Danzig where he stayed until, in 1882, he passed the "Abitur" or examination which enables one to enter any German university. During his school years he had varied interests, among them anthropological research and excavations, but his chief interest was in literature, and he wrote many epics, stories, and poems. He began his university life in the summer of 1882, spending his first semester in Geneva to perfect his knowledge of French and see something of the world, but his serious study began in Leipzig in September, 1882. There, after shifting his chief interest from sociological psychology to medicine, he decided ultimately to combine the study of psychology and medicine. He studied under the world-famous psychologist, Wundt, and worked in his laboratory. In 1885 he was made doctor of philosophy at Leipzig, and, in the same year, went to Heidelberg, where, at the end of two years, spent not only in the study of medicine, but also in hearing lectures on philosophy, especially by the famous Kuno Fischer, Münsterberg was made also doctor of medicine. In 1887, when his student life was completed, he married and settled in Freiburg, Baden, the beautiful town in the Black Forest, as "Privatdocent" of philosophy at the university, where, in 1891, he was made assistant professor. In 1892 a letter arrived from William James calling Professor Münsterberg to Harvard, as director of the psychological laboratory. Tempted by the prospect of directing work in a fully-equipped laboratory, and with a young man's eagerness to become acquainted with the new world, then but little known to Germans, Hugo Münsterberg accepted the call to Harvard, but only for three trial years, with the full intention to return, when the three years of adventure should be over, to his life work in German universities. From the fall of 1892 on, he directed the work of the psychological laboratory at Harvard, and since the fall of 1894, when he had acquired enough fluency in English, he also gave lecture courses. When the trial years in America were over, Münsterberg returned to Freiburg University, and resumed his teaching as professor of philosophy. Meanwhile Harvard waited for him to decide whether or no he would accept a permanent chair as full professor in the American university. Although it was hard for the young scholar to give up activity in the universities of his own country, which had always been his aim, he was at the same time fascinated by a new task—namely that of interpreting the best spirit of America to Germany and of carrying the ideals of German scholarship to America. So, in 1896, he laid down his professorship at Freiburg, and settled in Cambridge, Mass., as professor at Harvard. During his second period at Freiburg he had published his first and only book of verse under the pseudonym "Hugo Terberg." Münsterberg not only directed the work of the Harvard psychological laboratory, but gave courses at Harvard and at Radcliffe College on philosophical problems, as well as on psychology. His introductory psychology course at Harvard was exceedingly popular, and in one year the number of students attending it reached 462. For six years Münsterberg was chairman of the philosophical department. He was an eloquent supporter of the plan to give philosophy at Harvard a house of her own, and when Emerson Hall was at last opened in 1905, Münsterberg was officially appointed director of the psychological laboratory, which was now spaciously and fitly housed in the new building. With Hugo Münsterberg's second period of activity at Harvard began also his influence on the public life of the United States in a large variety of fields, through his books and through essays and articles, not only in scientific and educational reviews and the "Atlantic Monthly," but later, also, in popular magazines of wide circulation, such as "McClure's," the "Cosmopolitan," and the "Metropolitan" magazines, the "Ladies' Home Journal" and others, including the large Sunday newspapers. Beginning with "Psychology and Life" (1899), books—some of them collections of essays that had first appeared in magazines—on psychological, sociological, educational, and philosophical subjects followed one another in remarkably swift succession, and Münsterberg

became an educational force throughout the country. An example of his influence is the fact that of his "Psychotherapy" 3,000 copies were sold in three months, and that it was at the time the book most in demand in the New York Public Library. Through all his scientific and educational interests there always rang one of the leading motives of his life—the fostering of cordial relations between Germany and America, and in 1901 he had the satisfaction of seeing the climax of these good relations in the enthusiasm with which the American public received the visit of Prince Henry of Prussia. When the Prince came to Harvard to receive an honorary degree, he visited Münsterberg's house, where he presented Harvard with gifts from the Emperor for the Germanic museum. The next embodiment of Münsterberg's idea of good will among nations was the International Congress of Scholars held at the St. Louis World's Fair in 1904. This congress was not only his own original idea, but he worked out detailed plans for it and, during the summer before the exposition, personally visited scholars in Germany and invited them to attend. Another opportunity for carrying out his task of interpreting Germany and America to each other was given him when he was sent as exchange professor from Harvard to the University of Berlin. He had previously received a call from the Prussian government to the University of Königsberg, to fill the chair of philosophy once held by Immanuel Kant, but had refused it and remained loyal to Harvard. Now his chance had come to teach at the leading German university, without severing his connection with Harvard. At Berlin he not only lectured on applied psychology and idealistic philosophy, but he founded and directed the unique "America-Institute," which is a kind of intellectual clearing-house for educational institutions in Germany and America. There are plenty of international problems which are neither political nor economic, and so cannot be handled either by embassies or consulates—problems of copyright that concern the author, problems of the comparative standards of scholarship that perplex the student—and for the solution of these the staff of the America-Institute was at work. An exchange of printed matter with the Smithsonian Institution was organized, and a useful library on topics of German-American relations was collected and suitably housed. On his return to America, after the year in Berlin, Dr. Münsterberg devoted himself again to his duties at Harvard, and, at the same time, energetically explored new fields, particularly that of applied psychology. In the year 1911-12 he made novel experiments on the reactions of telephone operators, motormen, etc., for the purpose of determining how psychology could be applied to industrial life, and through his researches, and his presentation of them to the public, a decided active interest in the application of psychological methods to the choice of vocations, and to the regulation of industrial work, spread through the country. Into this period of Dr. Münsterberg's productiveness fall the three books, "Vocation and Learning" (1912), the German "Psychologie und Wirtschaftsleben," (1912) and its virtual English equivalent, "Psychology and Industrial Efficiency." It was in the first year after his return from Germany that a new idea of Dr. Münsterberg's in quite a different realm, was first presented in an address at a dinner for the Steuben memorial celebration, and afterward embodied in an essay "American Patriotism," the first in a book of essays of the same name (1913). This was the conception of all Europe, in contrast to England alone, as the "mother country" of America. "The American people," he said, "is not an English, nor a Dutch, nor a French, nor a German, nor an Irish people. The American nation is an entirely new people which, like all the other great nations of the world, has arisen from a mixture of races and from a blending of nationalities. All these races are united and assimilated here—not by a common racial origin, but by a common national task. They must work out in unity the destiny of a nation, to which all the leading countries of Europe have contributed their most enterprising elements, as bearers of their particular traits and ideals." The author of these words did not dream at the time of his writing how soon the bitter need would arise for him to bring home this lesson to America. In August, 1914, Dr. Münsterberg found himself severed from his country, and his kinsmen, whose fate was uncertain, at a time when cables between Germany and America were cut and no authentic news could reach American shores, while he breathed the hostile atmosphere of New England, and heard his own people and its government grossly misjudged and abused. He immediately sent an article, "Fair Play," a defense of Germany, out into the world, and his book, "The War and America," appeared in September as the first book on the great war. In spite of disheartening obstacles, he remained true to his mission of interpreting Germany to America, and he did so to the end, spurred on by his unfailing idealism. Meanwhile, he continued his work at Harvard with unabated energy, and this was rewarded by the loyalty of the students, who crowded his classrooms more than ever. He even gave time and attention to a new field of applied psychology—the art of the moving pictures—and his book, "The Photoplay," appeared in 1916. In the midst of his work, at a time when his ever hopeful eye saw the dawn of peace, death overtook him, while he was lecturing on elementary psychology to a class of Radcliffe students. His last book, "Tomorrow," published a month before his death, is an outlook into the future, when once more there shall be good will among the nations. A fragment is left us also of a book that he had begun: "Twenty-five Years in America," a book of reminiscences, of which he finished one chapter with the touching words, "When shall I see my native land again?" Hugo Münsterberg's books may be classified under five headings: Psychology, Applied Psychology, Education, Sociology, and Politics, and last—though one should rather say first, and above all—Philosophy. It was as a psychologist, however, that he was most productive, and exerted the widest influence in the United States. His first psychological book in English was "Psychology and Life" (1899), which defines the mission and

scope of the science of psychology, its relation to philosophy and practical life. This had been preceded by a German book, "Willenshandlung" (Freiburg, 1888). Dr. Münsterberg also published in German, "Beiträge zur experimentellen Psychologie" in four parts (Freiburg, 1889-92), "Aufgaben und Methoden der Psychologie" (Leipzig, 1891), and a profound, philosophical work on the fundamental nature of psychology: "Grundzüge der Psychologie," Vol. I (Leipzig, 1900). In the summer of 1914 appeared his comprehensive English text-book, "Psychology: General and Applied." Dr. Münsterberg was editor of the "Harvard Psychological Studies" Vols. I-III (1904-13) and Vol. IV (1915). His first book on Applied Psychology was "On the Witness Stand" (1908), called in the London edition, "Psychology and Crime," which dealt with the use of psychology in the courtroom and in dealings with criminals. Then followed "Psychotherapy," a thorough presentation of the relation of psychology to medicine and the treatment of mental diseases—a field which, although possessing a high popular interest, had previously been approached in a manner both unprofessional and unmethodical. The application of psychology to industrial life Münsterberg introduced first in his German work, "Psychologie und Wirtschaftsleben," and its English translation, "Psychology and Industrial Efficiency." Then followed a more comprehensive German work on applied psychology, "Grundzüge der Psychotechnik" (Leipzig, 1914). Finally, "Psychology and Social Sanity" (Doubleday, Page, N. Y., 1914) helps toward the solution of various social problems, and "The Photoplay" is an esthetic as well as psychological study of the artistic possibilities of the photo-drama. Under the heading "Education" come first "principles of Art Education" (1905) and then "Psychology and the Teacher" (1909), which might as justly be classed with the books on applied psychology, since it deals with the use of psychology in the classroom; but it has also a broad, philosophical aspect in its treatment of the aims of education. "Vocation and Learning" (1912) is a unique contribution in the educational field, in which the author used his philosophic insight and psychological knowledge in helping to solve the problems confronting a young man or woman in choosing a vocation. Under the sociological and political group comes first the collection of charming essays, "American Traits" (1901), in which the writer looks upon certain aspects of American life with the eyes of a German. With this book, which won immediate popularity, he began his career as interpreter of German ideals to Americans and American ideals to Germany. This latter motive inspired the German book, "Die Amerikaner" (Berlin, 1904), which was thoroughly revised in 1912, and translated by Prof. E. B. Holt under the title, "The Americans" (1904). This was followed by another German book, "Aus Deutsche-Amerika" (Berlin, 1909). "American Problems" (1910), published in England under the title, "Problems of Today," contains essays on various problems of the day, such as "The Standing of Scholarship," "Prohibition and Temperance," "Books and Bookstores," and others. Of this book, in contrast to the "American Traits," the author said in the Preface: "Not as a German, but as a psychologist I have begun to take sides as to problems which stir the nation." In "American Patriotism" (1913), a collection of essays in the style of "American Problems," the author has returned to his task of interpreting German ideals, as in the chapters: "The Germany of Today," "The German Woman," and "The Germans at School." Finally, within the period from the outbreak of the war until his death, fall the three books inspired by the war and the war's effect on America. Of "The War and America" (1914), written in an easy, spontaneous style, in the form of a diary, the author says in the Preface: "Whatever more the struggle may bring refers to outer events, to the harvest of the guns, to victory or defeat. It cannot change the issues with which these pages have to do. They do not speak of soldiers and strategy and the chances of the battlefield; they speak of right and wrong; they speak of eternal values." In this philosophical spirit the defense of the German point of view and the criticism of American prejudices were written, with a rare tolerance and insight. "The War and America" was soon followed by "The Peace and America" (1915). In the first chapter, "Peace," Dr. Münsterberg says: "If the time is out of joint it cannot be set right again until the true causes of our war of minds are fearlessly analyzed and clearly seen. The truth alone will make us free from strife. To understand our misunderstandings is the only thing which we can contribute today toward a lasting peace." And to the understanding of misunderstandings the book is devoted. Both books on the war appeared combined in a German translation under the title: "Amerika und der Weltkrieg." The third book of the series is the last from Dr. Münsterberg's pen: "Tomorrow" (1916). In the form of letters to a friend in Germany which brings home to the reader in a warm and living way the hopefulness and idealism of the author, Hugo Münsterberg has given us his last message. It is his vision of a better tomorrow when the guns of today will be silenced—the tomorrow not only of Europe emerging from the clutch of war, but of America which he believes indispensable in the reorganization of the Western world. His was the inspired vision of a prophet, who, before his death, beheld the dawn of a raging world's peaceful "tomorrow." Psychologist, educator, and force in public life, Hugo Münsterberg was first and above all a philosopher. His earliest philosophical publications were in German—his doctor's thesis, "Natürliche Anpassung" (Leipzig, 1885) and "Ursprung der Sittlichkeit" (Freiburg, 1889). His first English contribution to philosophy was a small volume "Eternal Life" (Houghton Mifflin, Boston, 1905), in which he gave his conception of immortality, and this little book made a profound impression on the public. It was followed by another popular book of the same size: "Science and Idealism" (1906) which sets forth the relation of science to an idealistic view of life, and explains that they involve no paradox. The comprehensive, scholarly work in German "Philosophie der



Charles Sumner Barton -

width of the machine, at the rate of 700 feet a minute. Formerly a machine for this pur-

[illegible] book in sphere [illegible] same time adapt it [illegible] systematic and yet a [illegible] the technical ph[illegible] ent[illegible]

[illegible] entertainments, not only to his numerous friends, colleagues, and students, but also to many foreign scholars and authors, artists, diplomats, and other public characters.

BARTON, Charles Sumner, manufacturer, b. in Worcester, Mass., 21 Sept., 1857; d. there 11 July, 1914, son of George Sumner and Emeline (Blake) Barton. His earliest American ancestor, Dr. John Barton, came from Huntingdonshire, England, settling in Salem. The line of descent from him is traced through Samuel and Elizabeth (Marston) Barton; John and Mary (Webb) Barton; Jedidiah and Lydia (Pierce) Barton; and Rufus and Nancy [illegible] Barton, grandparents of Charles Barton. Thomas Barton was a graduate of [illegible] College, Dublin, and chaplain in the

[illegible] the public [illegible] the classical [illegible]

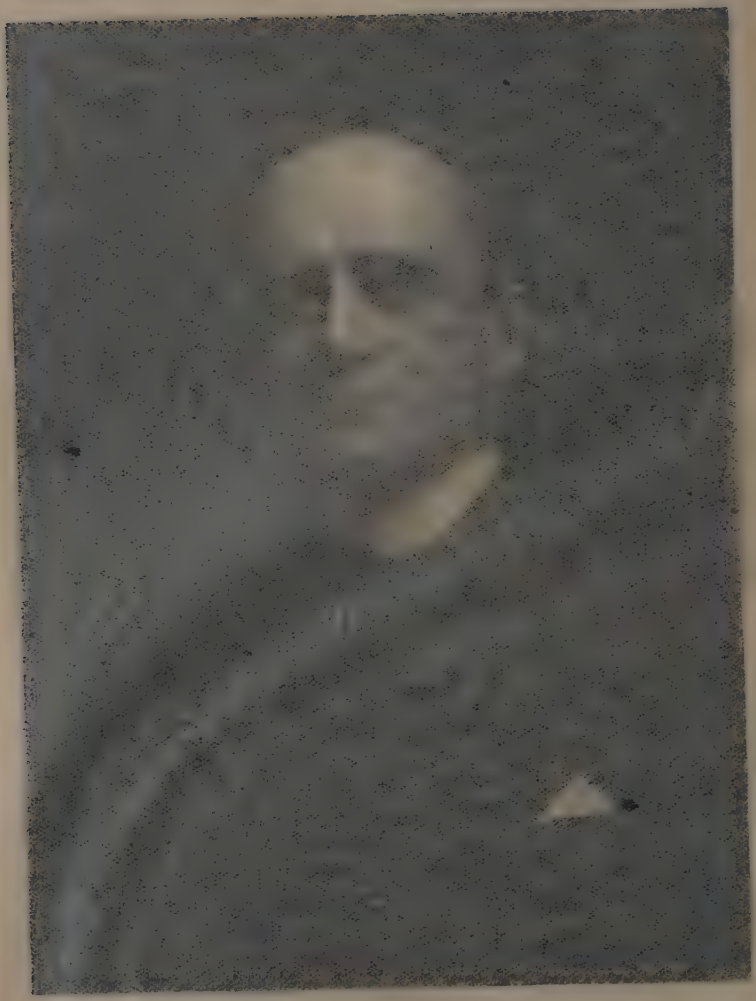
[illegible] age of twenty-two years he [illegible] in his father's machine shop, [illegible] service as [illegible]

[illegible] promotion through the [illegible] departments. In his spare time he studied drafting at the Worcester County Mechanics Association. In 1862 the business was transferred to the firm of Rice, Barton and Company, which, in 1867, was incorporated under the name of Rice, Barton and Fales Machine and Iron Company. Upon the death of his father, in 1891, Mr. Barton was chosen president and treasurer. His pronounced executive [illegible] and keen judgment were most beneficial to the business, which soon became one [illegible] successful of its kind in the history of the country. The company's principal [illegible] been the building of paper-[illegible] machinery. With the advent [illegible] quickly gained [illegible] American [illegible] the company's shops [illegible] having a width of [illegible] the largest now in [illegible] machinery has 40 to 50 drying [illegible] 6 or 7 feet in diameter, and [illegible] a continuous web of paper, 12 to 18 [illegible] according to the

ing is inevitable that great [illegible] and kindly personal co-operation with the workers are perfectly compatible. Indeed, as it is not too much to say, such a combination in practical affairs represents the highest and most intelligent order of "efficiency." It is gratifying, indeed, that the proprietor of so important a concern should have consistently adhered to so noble a policy. Mr. Barton was a member of the Union, Somerset, and Boston Athletic Clubs of Boston; the Calumet, Strollers, Tennis, Racquet and Brook Clubs of New York; the Myopia Hunt Club of Hamilton, Mass.; Worcester Club, Harvard [illegible] Country Club of Brookline, Mass.;

[illegible] wife of [illegible] William Edwards Ladd, of

[illegible] knowledge quickly and [illegible] year he served as a page in the [illegible] State senate. He then entered the normal school at Walthall, Miss., where he was graduated in [illegible] ness, he determined to become a lawyer, as an antecedent preparation for future membership in the U. S. Senate. [illegible] his unswerving adherence to a set purpose. After teaching in a district school, he matriculated at Cumberland University where he was



Charles Lamb Poulton -

Werte" (Leipzig, 1908), presents Münsterberg's complete system of philosophy. The enthusiastic reception of this book in spheres outside of the circle of scholars for which it was intended induced the author to rewrite it in English and at the same time adapt it to his American public. It appeared as the "Eternal Values" (1909). The book is thorough and systematic and yet a source of inspiration to the serious layman as well as to the technical philosopher. It is a lucid presentation of a system of idealistic philosophy, based on the conviction that truth, beauty, morality, and holiness have absolute and eternal value. In 1887 Dr. Münsterberg married Selma, daughter of Dr. Anselm Oppler, of Weissenburg, Alsace, a physician of high rank in the German imperial army. They had two daughters, Margarete and Ella, who, with their mother, survive him. Dr. Münsterberg's home in Cambridge was the scene of hospitable entertainments, not only to his numerous friends, colleagues, and students, but also to many foreign scholars and authors, artists, diplomats, and other public characters.

BARTON, Charles Sumner, manufacturer, b. in Worcester, Mass., 21 Sept., 1857; d. there 11 July, 1914, son of George Sumner and Emeline (Blake) Barton. His earliest American ancestor, Dr. John Barton, came from Huntingdonshire, England, settling in Salem. The line of descent from him is traced through Samuel and Elizabeth (Marston) Barton; John and Mary (Webb) Barton; Jedidiah and Lydia (Pierce) Barton; and Rufus and Nancy (Goddard) Barton, grandparents of Charles S. Barton. Thomas Barton was a graduate of Trinity College, Dublin, and chaplain in the expedition against Fort Duquesne. Several of his descendants have won distinction; one son, William Barton, designed the Great Seal of the United States. In his youth Mr. Barton was studious and industrious. He was educated in the public schools of his native town, at the classical school, and at Harvard University, where he remained two years. At the age of twenty-two years he became a machinist in his father's machine shop, where through faithful service and careful attention to all details, he won promotion through the various departments. In his spare time he studied drafting at the Worcester County Mechanics' Association. In 1862 the business was transferred to the firm of Rice, Barton and Company, which, in 1867, was incorporated under the name of Rice, Barton and Fales Machine and Iron Company. Upon the death of his father, in 1891, Mr. Barton was chosen president and treasurer. His pronounced executive ability and keen judgment were most beneficial to the business, which soon became one of the most successful of its kind in the history of the country. The company's principal line has always been the building of paper-manufacturing machinery. With the advent of the pulp paper business, it quickly gained recognition as the most important American concern in its line. Today the company's shops are equipped to build machines having a width of more than 200 inches, the largest now in use. Newspaper machinery has 40 to 50 drying cylinders, 5, 6, or 7 feet in diameter, and makes a continuous web of paper, 12 to 18 feet wide, according to the width of the machine, at the rate of 700 feet a minute. Formerly a machine for this purpose could be shipped in six freight cars; now more than fifty are required to ship such a machine. A large part of the development of such apparatus to its present stage of efficiency is to be credited to the work of the Rice, Barton and Fales Machine and Iron Company. Mr. Barton early recognized the importance and advantages of caring for the employees of the company, and providing for their health and education. When in his early days he donned overalls and jumper and worked side by side with the men in his father's shop, he won the friendship of every one of them, and always thereafter retained their high esteem. On his own part, also, his experience among his workmen made him one of them in spirit; he understood their aims and aspirations, sympathized with their sentiments, and labored among them as their friend. In reviewing his successful and honorable career in life, the feeling is inevitable that great business success and kindly personal co-operation with the workers are perfectly compatible. Indeed, as it is not too much to say, such a combination in practical affairs represents the highest and most intelligent order of "efficiency." It is gratifying, indeed, that the proprietor of so important a concern should have consistently adhered to so noble a policy. Mr. Barton was a member of the Union, Somerset, and Boston Athletic Clubs of Boston; the Calumet, Strollers, Tennis, Racquet and Brook Clubs of New York; the Myopia Hunt Club of Hamilton, Mass.; Worcester Club, Harvard Club, Country Club of Brookline, Mass.; Tatnuck Country Club; Grafton Country Club; Hermitage Country Club; Quinsigamond Boat Club; Worcester County Republican Club, and the Commercial Travelers' Association. On 5 Jan., 1881, he married Elizabeth Strong, daughter of Amariah, Jr., and Helen (Strong) Holbrook, of Sandy Hill, N. Y. They had three children, George Sumner, Nancy E., and Helen Katherine, the latter the wife of Dr. William Edwards Ladd, of Boston.

GORE, Thomas Pryor, U. S. Senator, b. in Webster County, Miss., 10 Dec., 1870, son of Thomas Madison and Carrie Elizabeth (Wingo) Gore. His father, who for some years had been engaged in agricultural pursuits, subsequently entered the legal profession. When Thomas was eight years of age he lost the sight of his left eye by having been accidentally struck with a stick thrown by a playmate. Three years later he lost his right eye by an arrow from a cross-bow. The lad was possessed of a perceptive intellect and a retentive memory; the loss of his eyesight resulted in a concentration of his mental powers, and he was thus enabled to acquire knowledge quickly and with precision. For a year he served as a page in the Mississippi State senate. He then entered the normal school at Walthall, Miss., where he was graduated in 1890. Notwithstanding his blindness, he determined to become a lawyer, as an antecedent preparation for future membership in the U. S. Senate. The event has justified his unswerving adherence to a set purpose. After teaching in a district school, he matriculated at Cumberland University where he was

graduated in 1892. In 1891 he was nominated for the State legislature, but was obliged to retire from the field as he had not yet come of age. In 1892 he entered upon the practice of his profession in Mississippi, removing three years later to Corsicana, Tex. He was a delegate to the Populist National Convention in 1896. In 1898 he was defeated for Congress on the People's ticket in the Sixth Texas District. Becoming affiliated with the Democratic party in 1899, he campaigned in Nebraska and the Dakotas in 1900, and in Illinois, Ohio, Indiana, and New York in 1904. In 1901 he removed to Lawton, Okla., where he has since resided. He served as a member of the territorial council of 1902-05, and two years after, when Oklahoma became a State, was elected the first senator to represent it in Washington. The campaign which he conducted preceding his election attracted the attention of the entire country. His wife, who was his constant and efficient aid, supplied the deficiency of sight, and so persuasive was his eloquence, so indomitable their combined courage, that every obstacle was surmounted and his triumph was complete. In the Senate he is a prominent and unique figure. His genuine ability carried him at once to the front, and in every debate in which he has participated his astonishing memory and wide range of information have commanded admiration and respect. In 1909 Senator Gore was re-elected for the term ending 1915. He took a prominent part in the campaign which resulted in the election of Woodrow Wilson as President in 1912. He married 27 Dec., 1900, Nina, daughter of John T. Kay, of Palestine, Tex.

DIX, Edwin Asa, author, b. in Newark, N. J., 25 June, 1860; d. in New York, N. Y., 24 Aug., 1911, son of John Edwin and Mary (Joy) Dix. His American lineage dates from 1635, when his earliest American progenitor, Edward Dix, settled in New England. He prepared for college at the Newark Latin School, and entered Princeton in 1877. There he stood at the head of his class during the whole four years, with an average grade of 98½ per cent., believed to be the highest ever attained there. He was gold medalist of Whig Hall, prize essayist and winner of the Bondinot Historical Fellowship, being graduated as first honor man and Latin salutatorian of his class in 1881. Later he was a member of the graduate council of the university. His literary interests were evident in his boyhood. These were the early days of amateur journalism, and Dix's paper was the "Jersey Blue," one of the best of its class, and on it he did all the work, even to the actual printing. At Princeton he was managing editor of "The Nassau Literary Magazine." After graduation Mr Dix entered the Columbia Law School, New York City, and was graduated there with the highest honors. He practiced law for a short time, and then spent several years in travel through Europe, North Africa, and the Far East. In later periods of his life these wanderings were often resumed, for his health was not rugged and the love of travel was always strong in him. For two years (1893-95) he was engaged in editorial work, being then literary editor of "The Churchman," New York City; but in August of the latter year he married Marion Alden Alcott, of Cherry Valley, N. Y., and cut loose from editorial confinement. Before this time he had begun his more creative literary work, upon which his lasting reputation must stand. In 1890 his first work appeared: "A Midsummer Drive Through the Pyrenees," a pleasant and discoursive record of travel. Four years later "Deacon Bradbury," his first novel, was published, while his second, "Old Bowen's Legacy," appeared in 1901. Then came his only historical work, "Champlain, the Founder of New France," which appeared in 1903, and fully justified his historical fellowship. This was followed by two other novels: "Prophet's Landing" (1907) and "Quincy Baxter" (1908). Perhaps the most characteristic feature of Mr. Dix's literary work, besides its realistic portrayal of New England life and types, is a delicacy of thought and diction that is peculiarly his own.

BOWEN, Clarence Winthrop, journalist, b. in Brooklyn, N. Y., 22 May, 1852, son of Henry Chandler and Lucy Maria (Tappan) Bowen. He is of Welsh ancestry and early Colonial stock, being a descendant of Griffith Bowen, of Oxwich, Gower, Wales, who settled in Boston, Mass., in 1638. Lieut. Henry Bowen, son of the colonist, was one of the original settlers of Woodstock, Conn., in 1686, and married Elizabeth, daughter of Capt. Isaac Johnson, of Roxbury, Mass. From them the line may be traced through their son, Isaac, and his wife, Hannah, daughter of Jonah Winchester; their son, Henry, and his wife, Margaret, daughter of Matthew Davis, of Pomfret, Conn.; their son, Captain Matthew, and his wife, Mary, daughter of Isaac Dana, of Pomfret; their son, William, and his wife, Mary, daughter of Peter Chandler, of Pomfret; their son, Lieutenant George, and his wife, Lydia Wolcott, daughter of John Eliot Eaton, of Dudley, Mass. On the maternal side, Clarence W. Bowen was descended from a prominent New England family, his mother having been the daughter of Lewis Tappan, who came into public notice before the Civil War as a stanch abolitionist. In the Brooklyn Polytechnic Institute, he was tutored by the Rev. Dr. William Hayes Ward, who later became editor of the "Independent." Entering Yale College he was graduated B.A. in 1873, and began his active life career as a journalist. In 1874 Mr. Bowen obtained a position with the New York "Tribune," but soon left that newspaper, to take his place with his father on "The Independent." There he remained for the next thirty-nine years, until his retirement in 1913. During those years he occupied the various positions of assistant publisher, publisher, and publisher and proprietor of "The Independent," following his father's death in 1896. Although well known to thousands of readers in his journalistic capacity, Mr. Bowen came into international prominence in 1883, when acting as correspondent for "The Independent" he interviewed King Alfonso XII, of Spain, the Duke of Veragua (a descendant of Christopher Columbus), and other persons of prominence and influence, with reference to the four-hundredth anniversary of the discovery of America, a celebration which he was the first to agitate. His interest and activities in the matter re-

sulted in the Chicago Exposition held in 1893. Mr. Bowen was also secretary of the Committee on Arrangements for the Centennial of Washington's Inauguration held in 1889. In addition to his contributions to the editorial columns of his own publication Mr. Bowen wrote many articles for various journals, and is the author of several books, including: "Boundary Disputes of Connecticut" (1882); "Woodstock, an Historical Sketch" (1886); and prepared the Memorial Volume issued at the Centennial of Washington's Inauguration (1892). He is well known as a public speaker, and is often called upon to deliver addresses on public and historical occasions, notably in June, 1915, when he gave the baccalaureate address before the College of William and Mary, at Williamsburg, Va. He has also made many addresses before various historical societies of the country. Mr. Bowen was a founder, in 1883, and since its organization the treasurer, of the American Historical Association; is president of the New York Genealogical and Biographical Society; member of the New York Historical Society; vice-president of the Connecticut Historical Society; corresponding member of the Rhode Island Historical Society; member of the Colonial Society of Massachusetts; member of the council of the American Antiquarian Society; member of the Metropolitan, Union League and Riding Clubs, the Downtown Association, Automobile Club of America, Sleepy Hollow Country Club, Sons of the Revolution, and the Society of Colonial Wars. He married 28 Jan., 1892, Roxana, daughter of "Long John" Wentworth, mayor of Chicago. He has one daughter, Roxana Wentworth Bowen (b. 9 July, 1895).

HUBBARD, Newton K., banker, b. in Agawam, Mass., 17 Dec., 1839; d. in Fargo, N. D., 16 Dec., 1909, son of George J. and Marian (Adams) Hubbard. His father was a prosperous farmer, and a native of New England; his grandfather, Capt. George Hubbard, was an active participator in the Revolutionary War. Newton K. Hubbard was educated in the public schools of his native State, and at the Providence Conference College, East Greenwich, R. I. After completing his studies, he went to Painesville, Ohio, where he taught school. It was about this time that oil was struck in Pennsylvania, and possessing uncommon sagacity and singularly sound judgment, he wrote his father that he could make some money in oil if he would send him $1,000. Within a few days thereafter the Civil War broke out, and when the check arrived, he sent it back to his father, saying that he enlisted 22 April, 1861, as a private in Company D, Seventh Regiment, Ohio Volunteer Infantry. On 19 June he re-enlisted for three years and was made corporal. He was captured in the battle of Cross Lane, Va., and was confined for nine months and six days in the military prisons at Richmond, Va., New Orleans, La., and Salisbury, N. C. In the exchange of prisoners in January, 1863, he rejoined his regiment and fought again in the battles of Chancellorsville, Va., Gettysburg, Pa., Lookout Mountain, Tenn., and other important engagements. He was mustered out as sergeant major, 6 July, 1864; was appointed purveyor of General Casement's brigade, and remained in Raleigh, N. C., until the close of the war. He opened the first store in Raleigh after the Union troops arrived there, but the sectional feeling became so bitter that he sold the store for $5,000 and returned to Ohio, opening a store in Geneva. His splendid business capacities enabled him to amass a large fortune, and in the spring of 1870 he sold out and went to Duluth, Minn. The development of the Northern Pacific Railroad Company pointed to the opening of a great territory, and, in company with L. H. Tenny, went to Georgetown, Minn., making the trip on horseback from St. Cloud. They then went to the mouth of the Elm River, took government claims and built log claim shanties. In that year he purchased a stock of general merchandise and opened a tent store at Oak Lake, now Lake Park, Minn., furnishing supplies to the railroad company. Later he formed the firm of Hubbard and Raymond, and operated successfully stores at Brainerd, Glyndon, Moorhead, and Jamestown. After two years the partnership was dissolved, Mr. Hubbard concentrating the business at Moorhead. In 1873 Mr. Hubbard bought the first three business lots sold in Fargo, and later, having closed out the Moorhead store, settled permanently in Fargo, and opened a general store with his bookkeeper, E. S. Tyler, as partner. In the spring of 1874 they purchased the furniture of the Headquarters Hotel (commenced by the railroad company in 1871), but after three months the hotel burned. Hubbard and Tyler, after getting the concessions asked for, rebuilt the hotel in sixty days at a cost of $20,000. The opening of this new Headquarters Hotel was the occasion of great festivity; it was for years the social center and headquarters for all the settlers of the town and county. At this time Hubbard and Tyler carried on all the banking business of the town in the back part of their store, as well as caring for all the express business. In 1878 capitalists came from Racine, Wis., and with them Mr. Hubbard helped organize the First National Bank of Fargo, was its first vice-president and one of the directors for more than twenty years until failing health compelled him to withdraw. As the increasing facilities made it possible he enlarged his business interests, opening a store in Casselton in the early eighties, subsequently building several brick blocks there. He was one of the directors of the Casselton, Cass County National Bank until the time of his death. He bought and platted the town site of Hunter on the Great Northern Railroad and opened the first stores in Blanchard and Mayville, N. D., on the same line. The first flat car going into the towns took the lumber for these buildings. In 1881 he organized and was president of the Goose River Bank of

Mayville—a private banking-house under the name of N. K. Hubbard and Company, and after ten years of successful business sold out to his associates on account of ill health. The Goose River Bank is today one of the substantial national banks of North Dakota. When land was yet low in price, Mr. Hubbard acquired many acres of choice farm lands both in Minnesota and North Dakota. As the cultivation of wheat increased he went into the grain business under the firm name of Hubbard and Gibbs, with offices in Fargo. He also gave much attention to the real estate business, handling, however, only his own lands. Mr. Hubbard was one of the organizers and first president of the Fargo Southern Railroad Company, which is now the branch line of the Chicago, Milwaukee and St. Paul Railroad, running into Fargo. He was for eight years a director of the State asylum for the insane, and one of four delegates from Dakota to the Chicago convention which nominated President Harrison. In 1894 Mr. Hubbard was prominently mentioned in connection with the Republican nomination for governor of North Dakota, but was too ill that winter to entertain it and declined. He was a politician, straightforward and outspoken, fighting for temperance and all that was best in politics and government, he is inseparably connected with the early development of North Dakota. In all his dealings Mr. Hubbard was noted for his fairness as well as for his splendid business ability; a man of ripe judgment, strict integrity, and a fearlessness in doing right that won for him the confidence of all his associates. With failing health he gradually sold out his business interests and turned his attention to his real estate and large farming interests in different parts of the valley. In 1876, Mr. Hubbard married Miss Elizabeth Clayton, daughter of David B. and Mary A. (Hitchcock) Clayton, of Painesville, and they had one daughter, Mabel Louise.

MIDDLETON, Austin Dickinson, merchant, b. in Brooklyn, N. Y., 13 Feb., 1845, eldest son of John Nathaniel Butterfield and Louisa (Lightbourn) Middleton. He is a descendant of Capt. Lewis Middleton who in 1710 commanded a privateering expedition from Bermuda, defeating the Spaniards at Turks Island, which has since remained a British possession. Both his parents were natives of Bermuda, whence his father (1809-91) emigrated in 1830, settling in New York City, and in partnership with his brother, Thomas D. Middleton, founded the commission and shipping-house of Middleton and Company. Austin D. Middleton received a good education under private tutors and in the College Grammar School, in Brooklyn, N. Y., and at the age of seventeen years entered upon his business career as a clerk in the office of his father's firm. At the outset, through strict attention to the duties assigned him and by the display of a special aptitude for such a business, he continued to qualify for more important work. In 1866 he accepted a position as general clerk in the office of George I. Jones and Company, grain and provision merchants, in Milwaukee, Wis., where he remained one year. Upon his return to New York City he reentered his father's office and about 1870 was admitted to partnership in the firm. Mr. Middleton assisted in the formation of the National Highways Protection Society, the main object of which was to prevent the improper and unreasonable use of the public highways, and to make them safer for all concerned. At its first election of officers in 1909 Henry Clews became president and Mr. Middleton, vice-president. Among the society's most liberal and dependable supporters were F. Augustus Schermerhorn and Cleveland H. Dodge. Bradley Martin, Edwin Gould, George G. Mason, Judge Robert C. Cornell, and others have also proved to be invaluable members, while most of the really hard work of bringing the society to its present state of efficiency has devolved upon Col. Edward S. Cornell, its energetic and indefatigable secretary. After retirement from active business in 1887, and when not engaged in his private affairs, Mr. Middleton was enabled to devote much attention to travel, literature, and athletics. He has been a member of the Manhattan and New York Clubs, and is now an associate member of the Army and Navy Club, and a life member of the St. George's Society. On 17 June, 1884, he married Catherine Cornell, youngest daughter of Col. Daniel D. Tompkins, U. S. A., a nephew of Hon. Daniel D. Tompkins, governor of New York (1807-16) and vice-president of the United States (1817-21). They had two children: Ellen Cornell Middleton, who died in childhood, and Louisa Tompkins Middleton, who married Capt. Lucian D. Booth, U. S. A.

BUTTERWORTH, William, manufacturer, b. at Maineville, Ohio, 18 Dec., 1864, son of Benjamin and Mary Ellen (Seiler) Butterworth. He is a descendant of Isaac Butterworth, who in Colonial times came from England and located on a plantation in Virginia, where the family continued to reside until Mr. Butterworth's grandfather, also named William Butterworth, a Quaker and schoolmaster, freed his slaves, because of conscientious scruples, and removing to Ohio, became an active factor in the "underground railroad," in company with Levi Coffin and other zealous opponents of the fugitive slave law. From Isaac Butterworth and his wife, Jane, natives of England, the line of descent runs through Isaac Butterworth, their son, and his wife, Averilla Gilbert; Benjamin and Rachel (Moorman) Butterworth; and William and Elizabeth (Linton) Butterworth, parents of Benjamin Butterworth (1822-98), Congressman and commissioner of patents. Benjamin Butterworth was U. S. district attorney for Ohio in 1870-72; a State senator in 1873-74; Congressman in 1878-82 and 1884-86, and commissioner of patents in 1883. William Butterworth was educated in the public schools of Cincinnati, Ohio, and Washington, D. C., and then entered Lehigh University. He left college before completing the course, in order to accept a position in connection with exhibits at the Paris Exposition of 1889. On his return to America he began the study of law in the National Law School, Washington, D. C., and in 1893 was admitted to the bar of Illinois. While pursuing his law studies he was private secretary to the commissioner of patents, in 1890-91, but in 1892 became connected with the buying department of Deere and Company, plow manu-

duties devolving

age of the law in the New York legislature of 1818 for the founding of female seminaries, the first law of the kind passed by any State. She founded the Emma Willard Seminary for women at Troy, N. Y., now a celebrated institution. It was among the first schools where women were given equal advantages with men in acquiring a college education. Mrs. Hart, a brother of Mrs. Edwards' grandfather, Jonathan Hart, was a Yale graduate and for

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and his wife Harriet Orpha Hart. Of these ancestors William Edwards, his brother David, and Jonathan Skeel, father of Lucinda Skeel, wife of Jonathan Edwards, fought in the Revolutionary War. Jonathan Skeel, Mr. Edwards' grandfather (1778-1854), Connecticut, 16 Nov., 1749. He married Joana Wood

Mass., 26 Aug. 1774. She died in 1858 at the age of eighty-four. Prior to the Revolutionary War Jonathan Skeel located in Eastern New York, was an active participant in the war, living to the age of eighty-four. William Chalmers Edwards often told the following anecdote of his grandfather: "When Jonathan Skeel was in the

tary of his company, and still (1917) retains the latter office. Mr. Butterworth has been active in business, social, and public life, and has found time, in the midst of his important occupations, to serve one term as alderman of Moline. He is a member of several important clubs, notably of the Chicago, Midday, Automobile, and Saddle and Cycle Clubs of Chicago; the Pittsburgh Club of Pittsburgh, Pa.; the Commercial Clubs of Moline and Rock Island, Ill., and Davenport, Ia., and the Moline Golf Club. He married 22 June, 1892, Katherine Mary, daughter of Charles H. Deere, of Moline, Ill.

EDWARDS, William Chalmers, lumberman, b. in Virgil, Cortland County, N. Y., 23 Aug. 1845; d. 28 May, 1910, son of Judge Rufus and Harriet Orpha (Hart) Edwards. His father enjoyed the distinction of being the first male child born in the town of Virgil and whose successful career as a farmer, merchant, banker, and judge of Cortland County (1848-51) marked him as a leader. Judge Edwards met with serious financial reverses at the age of sixty. With characteristic courage and ability, he set to work to recoup his shattered fortune. He died in 1888 at the age of eighty-two, possessed of large wealth. From him his son inherited a high degree of discrimination in appraising the value of men,

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facturers, of Moline, Ill. The duties devolving upon him in this connection so filled his time and attention that he never entered upon professional practice, but devoted himself entirely to the manufacturing business. He became successively buyer, treasurer, and finally president of the Deere company, and still (1917) retains the latter office. Mr. Butterworth has been active in business, social, and public life, and has found time, in the midst of his important occupations, to serve one term as alderman of Moline. He is a member of several important clubs, notably of the Chicago, Midday, Automobile, and Saddle and Cycle Clubs of Chicago; the Pittsburgh Club of Pittsburgh, Pa.; the Commercial Clubs of Moline and Rock Island, Ill., and Davenport, Ia., and the Moline Golf Club. He married 22 June, 1892, Katherine Mary, daughter of Charles H. Deere, of Moline, Ill.

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His mother (1808-95) was the daughter of the Revolutionary soldier, Jeremiah Chapin, and a direct descendant of Dean Samuel Chapin, of Springfield, Mass., who settled in Roxbury in 1638 and is thought to have come from Dartmouth, England. In 1642 he removed to Springfield and at once became a leader in that community. On 10 Oct., 1652, he was appointed one of the magistrates of the town. It is thought that he may have come from a Huguenot ancestry. His wife's name is recorded as "Cicely." In the diary of his son, Japhet, is written: "My father was taken out of this troublesome world, the 11th day of Nov., about eleven of the clock in the eve, 1675." Deacon Chapin conscientiously and wisely discharged important trusts for the maintenance of religion and good order and left an abiding impress of his character and life on the city." An imposing statue of Deacon Chapin by Saint Gaudens, entitled "The Puritan," adorns one of the public parks in Springfield. The Hart genealogy has been traced back to Stephen Hart, who was born at Braintree, Essex County, England, in 1605 and came to America in 1632, three years later settling at Farmington, Conn., at what is now the city of Hartford, named in his honor, being called Hartford from the fact that a ford in the Connecticut River was upon his farm. The name was originally spelled Hart's ford. Among notable names in this line is found that of Emma Hart Willard, the author of "Rocked in the Cradle of the Deep," who is equally famous for her influence in securing the passage of the law in the New York legislature of 1818 for the founding of female seminaries, the first law of the kind passed by any State. She founded the Emma Willard Seminary for women at Troy, N. Y., now a celebrated institution. It was among the first schools where women were given equal advantages with men in acquiring a college education. Ira Hart, a brother of Mrs. Edwards' grandfather, Jonathan Hart, was a Yale graduate and for twenty years a pastor of the Old Congregational Church at Stonington, Conn. Mr. Edwards' paternal ancestors came from Maidstone, Kent County, England. William Edwards, his wife Ann, and a son, John, settled in East Hampton, L. I., in 1650, after passing through Lynn and Taunton, Mass. The direct line of descent from this ancestor is as follows: first, William Edwards (d. 1685) and his wife Ann; John Edwards (d. 1693) and his wife Mary Stansborough; William Edwards and his wife Alice Dayton; Ebenezer Edwards (d. 1771); William Edwards (d. 1796) and his wife Sarah Norris; Jonathan Edwards (d. 1845) and his wife Lucinda Skeel (d. 1858); and Rufus Edwards (d. 1888) and his wife Harriet Orpha Hart. Of these ancestors William Edwards, his brother David, and Jonathan Skeel, father of Lucinda Skeel, wife of Jonathan Edwards, fought in the Revolutionary War. Jonathan Skeel, Mr. Edwards' grandfather (1773-1854), Connecticut, 16 Nov., 1749. He married Joana Wood 9 May, 1773. She was born at Rehoboth, Mass., 26 Aug., 1764. She died in 1858 at the age of eighty-four. Prior to the Revolutionary War, Jonathan Skeel located in Eastern New York, was an active participant in the war, living to the age of eighty-four. William Chalmers Edwards often told the following anecdote of his grandfather: "When Jonathan Skeel was in the Revolutionary army, he acted part of the time as spy. He told of riding within the British lines, wearing a British uniform, a drawn sword unsheathed and carefully sharpened under his overcoat ready for instant use, so that had he been detected, he would have been able to silence two or three of the enemy and run his horse through the guard lines." Mr. Edwards' grandfather, Jonathan Edwards, removed, in 1805, from New England to Virgil, N. Y., to settle upon a section of land which was given him in recognition of the aid which members of his family rendered to the newly-formed government at the time of the war for independence. Jonathan Edwards became an important factor in the improvement and progress of that section. His deep interest in his church—the Presbyterian—was shown by the fact that at his death he gave one-half of his property to the church of that denomination in Virgil. Through long years, both the Edwards and Hart families were adherents of the Presbyterian faith and Mr. Edwards of this review was named in honor of the great Scotch divine, Dr. Chalmers. He was distantly related to the celebrated Jonathan Edwards (1703-58), who was minister of the Presbyterian Church of Northampton, Conn., for over twenty-three years and at his death president of the famous New Jersey college now known as Princeton University. Mr. Edwards was also related to Rev. John Eliot,

the great "Apostle to the Indians," Governor Winthrop, Aaron Burr, and other distinguished men of Colonial times. William Chalmers Edwards was educated in the district schools of Virgil and Cortland, N. Y., moving to the latter town about 1860, where he attended Cortland Academy for a period of three or four years. Among his classmates at the academy who have since achieved more or less national prominence may be mentioned John M. Taylor, president of the Connecticut Mutual Life Insurance Company, Hartford, Conn.; Alton B. Parker, former candidate for President of the United States on the Democratic ticket, against Theodore Roosevelt; and Charles H. Duell, Roosevelt's campaign manager. Leaving school at the age of eighteen, his first business experience was with Fish and Walrad, who operated a dry goods store in Cortland, at a salary of six dollars a week. Attracted by the opportunities offered in the growing West, he left the Empire State when twenty-one years of age, and, working his way to Chicago, he secured a position in a wholesale lumber yard. His business talents and energy won almost immediate recognition and in his second year in the West he was made superintendent and general manager of a sawmill on Grand River, Michigan. His ambition was to thoroughly master every detail of the business and his keen insight and thoroughness have constituted the rounds of the ladder on which he has climbed to success. At the age of twenty-two years he engaged in business on his own account, purchasing a cargo of lumber, amounting to about $3,000, which he shipped to Windsor, Ill., opening a small retail lumber yard there. He remained in Windsor until 1870, when he followed the hue and cry of "Kansas or Bust," which was raised at that time. He went to that State, not to turn prairie sod and raise wheat and corn, but to cater to those so employed, to encourage them in their work and to supply what was necessary and difficult to secure—lumber. Mr. Edwards established his first lumber yard in Kansas at Solomon City, Dickinson County, in 1870. From this yard was hauled to the city of Wichita, the first wagonload of lumber used in its constructive period. When the Santa Fe Railroad was being built west from Topeka, in 1871, following the old Santa Fe trail, he materially assisted in the development of the towns and country by establishing lumber yards at all of the important points as the railroad was extended. He made the first shipment of lumber west of Emporia to Cottonwood Falls Station, now Strong City, running a line of yards from that point west as the road progressed and operating as far west as Garden City, Kan.; and at one time, during the Leadville excitement, also a line of yards in Colorado. In 1872 he established his headquarters at Hutchinson, Kan., from this point operating all of his lumber interests. He also operated one of the largest cattle ranches in Western Kansas. The first city warrant issued by Hutchinson was in favor of W. C. Edwards for lumber. He remained in Hutchinson until 1879, when he removed to Topeka, establishing a large lumber business there and from which headquarters he also established a line of lumber yards in Eastern Kansas. Like other merchants in Kansas, Mr. Edwards held mortgages on homesteads. In addition, he introduced the chattel mortgage into Kansas, and was the first one to employ this system of credit on a large scale. Rather than foreclose his mortgages, thereby gaining farms and losing customers, he carried scores of his debtors, encouraging them to stay and in some cases giving additional assistance. In many instances he cancelled interest charges on a farm mortgage after the farm had been tendered in exchange for the notes originally given. When the chinch bug struck Kansas another exodus began, which was stopped by the discovery by Professor Coburn of a means of inoculating numbers of bugs, then turning them, disease-laden, loose among their fellows to spread the deadly malady. Mr. Edwards instructed all of his yard managers throughout the State to take active part in spreading the bug disease. The outcome of this crusade was elimination of the chinch bugs from the Kansas wheat fields. He continually added to his business interests, until he became the owner of a large number of lumber yards, not only in Kansas, but also in Nebraska, at the same time being interested in the manufacture and sale of lumber to the wholesale trade. He was actively associated with the improvement and upbuilding of several of the leading towns of the State, including Hutchinson, Sterling, Topeka, and Kinsley. He erected in Kinsley, the county seat of Edwards County, a brick store building in the center of the town, which was, until replaced in 1905 by a modern building, the largest and best building in Kinsley. At that time transportation facilities were very poor, brick was costly and not manufactured within a reasonable distance of Kinsley, so young Edwards built his own brickkilns and manufactured his own brick. Mr. Edwards foresaw the time when Kansas would take its present high place among the wealth-producing States of the country. His rigid adherence to this belief, in the face of discouragement, the thought, time, and heartfelt interest he gave to his customers, are responsible for the fortune he accumulated. In this instance, the wealth was earned. He did more for Kansas than Kansas, in turn, was able to do for him except in the matter of friendship and esteem, among other indications of which was the fact that Edwards County, established and named in 1874, was christened in his honor. It is pertinent to state that he was the youngest man in the United States to be so honored, being at that time only twenty-seven. Mr. Edwards built the first silo in the State of Kansas and was one of the original backers establishing the "Kansas Farmer" at Topeka, now one of the most prosperous farm journals in the United States. Among the notable traits of his character were his strong and practical views on temperance. He took an important part in the agitation of this question in Kansas and never permitted a saloon to be erected on his property or run in connection with any of his business interests. He was one of the most active supporters of Gov. John P. St. John, of Kansas, in the national prohibition movement started in that State and it was largely due to Mr. Edwards' gen-

erous support that the successful prohibition campaign at that time was made possible. In addition to his other business interests, he was connected with the Kansas Lumber Company, Edwards Bros. and Fair, Edwards Bros. and Noble, and Edwards and Westmacott; the Montana Lumber Company at Billings, Mont., the Edwards and Bradford Lumber Company at Bismarck, N. D., and the Knife Falls Lumber Company. In 1883 the Kansas Lumber Company disposed of its Topeka yards, after which Mr. Edwards moved to St. Paul, Minn., making that city his home and base of operations for extensive business interests in the Northwest. Mr. Edwards was also the organizer of the Edwards Lumber Company, Three States Lumber Company, Consolidated Lumber Company, and other lumber corporations operating sawmills and lumber yards and was a large owner and developer of lumber and agricultural lands in Missouri, Arkansas, Washington, and other States, and in Central America. One of the notable elements in the life record of Mr. Edwards was his deep interest in young men and the helpful spirit he manifested toward them. He did not believe in indiscriminate giving. He was ever ready to reward one who was faithful in his service, displayed good business capacity, and laudable ambition to rise. He had much sympathy for those who were battling hard to secure a start in life and for young men who were making a sacrifice to get an education. It was this sympathetic feeling which led him to become interested in the erection of a hall on the campus of Macalester College, St. Paul, Minn., built in 1904. Edwards Hall, named in honor of Mr. Edwards, has furnished a good home for many worthy students and it has always been filled to its utmost capacity. Mr. Edwards thus made it possible for many students to attend college, who, otherwise, could not have done so. Mr. Edwards was proud of his country and took a lively interest in its welfare. The State and especially the national campaigns aroused his deepest interest and by careful study of the issues, he sought by his influence as well as by his vote to forward his country's highest interest. With him patriotism was a cardinal virtue. A critical analysis of the qualities which led to his success in his business, political, and social life determines the fact that he was a leader in everything he undertook. He was an exceptionally bright student and soon after leaving school, he placed himself on a par with older and more experienced employees in the country store where he was employed. Mr. Edwards held men to be above money. He built up his great business interests without enlisting the support of financiers. He wanted the assistance of men, who could do things rather than the aid of money, which might be easily wasted. He never expected the impossible. If one yard, for example, did not pay a profit the first year he encouraged the management, talked of better things and assisted in the formation of new plans. If the manager, at a certain point did a good business, he encouraged him and told him of yet better results which might be secured. This showed the master mind of the master builder, who is not content with good enough, but realizes that mankind is developing and that no limits may be placed upon its achievements. Having a strong intellect and great foresight, he planned and built for the future; of mature judgment, his advice was invaluable to his associates; of unquestioned integrity, his business interests prospered and maintained the highest position in the financial world. Although holding the largest interests in many corporations, his associates were not only treated with equity and justice, but more as warm friends than business associates. His unbounded hospitality made his humblest employee welcome at his home. Among Mr. Edwards' sterling virtues was the gift he possessed of seeing the good in others and always being ready to lend a helping hand to a friend or customer, in financial difficulty. He was extremely diplomatic and bore no grudges. He had a genius for devising and executing the right plans at the right time. His business methods would ever bear the closest scrutiny and his life work has been of a character that has promoted commercial activity, and consequent prosperity in the various communities where he has concentrated his efforts. Mr. Edwards was loved by his family, by his friends, and by those with whom and for whom he labored. He found in commerce and romance, the danger and the possibilities which others have sought by devious routes and returned from the search unsatisfied. He lay himself down in peace, content with the judgment which the Master-Worker should pass upon him. At one time Mr. Edwards had the distinction of owning and controlling the largest number of retail lumber yards and the largest number of hardware stores of any one man in the United States. On 20 May, 1874, he married Phinetta Elizabeth Johnson, of New Haven, Conn., and whose ancestry can be traced back in this country for ten generations. After the removal of the family to St. Paul, Minn., in 1883, she was a leader in her social circle. She was a lady of literary and musical ability, of rare refinement and social grace. Her husband and her sons having joined the Masonic order, she became affiliated with the Eastern Star, of which order she was past worthy matron. She was also a member of the Daughters of the Revolution. Mrs. Edwards died on 14 Oct., 1909. Two sons survive Mr. and Mrs. Edwards—William Rufus, b. 24 July, 1875, and Benjamin Kilbourne, b. 7 April, 1880, both of whom were actively associated in business with their father, prior to his death on 28 May, 1910, and who have since continued to make an enviable record in commerce, building on a sound foundation, and carrying out, in their business dealings, the broad policies inaugurated by William Chalmers Edwards. Another son, Albert, born to Mr. and Mrs. Edwards in 1877, died in his infancy. Benjamin Kilbourne Edwards married on 2 Jan., 1908, Katherine Mathews, of St. Paul, Minn. She died on 26 May, 1911, leaving a daughter, Katherine Elizabeth Edwards, b. 2 Feb., 1909. Mr. Benjamin K. Edwards married again on 14 Oct., 1912, Florence Vivian Dunn, of Wheaton, Minn. A son, Benjamin Chalmers Edwards, was born to them 27 Nov., 1913. Benjamin K. Edwards was master of Ancient Landmark Lodge of

the Masonic order, St. Paul, Minn. (1907-1908), the youngest man ever accorded this honor by the lodge, being at the time only twenty-seven years of age. William Rufus Edwards was married to Frances Lorraine Barnard, of Minneapolis, Minn., a niece of U. S. Senator Moses E. Clapp, on 30 Dec., 1912. A son, William Rufus Edwards, Jr., was born to them 9 Jan., 1916. Two sisters of William Chalmers Edwards also survive him: Miss Harriet Vastine Edwards, of St. Paul, Minn., and Mrs. Caroline Tobey, of Oneonta, N. Y. A brother, Rufus E. Edwards, lives at Kinsley, Kan., where he is president of the Kinsley Bank and is widely known as one of the most prominent breeders of blooded cattle in Western Kansas, operating several large cattle ranches. During the World's Fair, Chicago, he purchased for breeding purposes, the largest Hereford bull and cow in the world. They were awarded the first prize.

ROCKHILL, Clayton, merchant, b. in Pittstown, N. J., 17 May, 1861, son of John Clayton and Caroline (Burton) Rockhill. The family is of English extraction on both sides, the first of the name, Robert Rockhill, having come to America about 1627. His cousin, Hon. William Woodville Rockhill, was a distinguished member of the American diplomatic corps. Clayton Rockhill was educated at St. John's School, Ossining, N. Y., and at Columbia University, New York City. After completing his studies he obtained employment with the firm of William T. Coleman and Company, commission merchants, where he rose from one position to another as his knowledge of the business increased. It was under the personal supervision of Richard Delafield, now president of the National Park Bank in New York, and at the time connected with the firm, that he learned the rudiments of the business in which he became eminently successful. In 1884 he formed a partnership with Carl Vietor, under the firm name of Rockhill and Vietor. Under his skillful guidance the business attained remarkable proportions within a comparatively brief period, and today the firm is regarded as one of the leading houses of this line of commerce. They are the representatives in this country for some of the largest importers and exporters in Europe and the Orient, among them the Bagaroff Freres et Compagnie, Bulgaria; Franz Fritzsche and Company, Hamburg, Germany; Bertrand Freres of France; Samuel Samuel and Company of Japan and China; Suzuki and Company of Japan, and M. Samuel and Company of London, England. Notwithstanding his great commercial activity, great demands have been made upon his time for public affairs. He was appointed by royal decree of His Majesty King Ferdinand of Bulgaria, to be Honorary Consul General for Bulgaria in the United States, a position which has brought him into intimate contact with affairs in the Balkans. This position entailed well-defined responsibilities and is an unusually high compliment to the incumbent. Mr. Rockhill is a man of the highest integrity, and he combines his strict business principles with fine moral ideals. He is an unusual type of business man, one to whom mere success is not the one great object to be attained at any cost. He is a member of numerous organizations, among them the Asiatic Society, and the Chemical, Drug, Downtown and Ardsley Clubs and India House. On 10 Dec., 1884, he married Mary Folsom Hodge, of New York, and they had one son, Clayton Robeson Rockhill. On 6 Nov., 1895, he married, a second time, his bride being Evangeline, daughter of James B. Smith, of New York, and they had two children: Eleanor and Jerome Burton Rockhill.

CROXTON, John G., merchant, b. in Magnolia, Ohio, 17 March, 1839; d. in Havana, Cuba, 3 Feb., 1913, son of John G. and Susan (Smith) Croxton. Descended from a long line of American ancestors he was reared in the free, pioneer environment that existed in Ohio in those days when Indians still went on the warpath east of the Mississippi and all transportation over land was by means of horse or ox-drawn vehicles. His early education was acquired in the district schoolhouse, supplemented with such books as were then obtainable. Though still a mere boy when the rupture occurred between the federal government and the slave states of the South, he responded enthusiastically to President Lincoln's first call for volunteers, and enlisted for the three months' service. When that period expired the war had hardly begun, whereupon he volunteered again and served throughout the war. At first he was first lieutenant of a company of the Fifty-first Regiment of Ohio Volunteers, but before the end of his service had attained to the command of a company. After the war Captain Croxton returned to Ohio, where he was in business for a while, but later he went to Philadelphia, where he became interested in the shoe business, being for many years a member of the firm of Croxton, Wood and Company. In this field of enterprise he gradually worked himself up into the plane occupied by the most prominent business men of Philadelphia, being recognized not only for his success but for his sterling integrity. It was this latter quality which made him much sought after by business men's organizations as an official. He was a director and vice-president of the Chamber of Commerce and a director of the Market Street Bank. He was second president of the Boot and Shoe Manufacturers' Association of Philadelphia and for ten years he was chairman of the Board of Arbitration. Being thoroughly respected by and having the confidence of both sides in the continual strife between capital and labor, he accomplished results in the cause of arbitration that were both far-reaching and beneficial and permanent. He was also a member of the Loyal Legion for a great number of years. On 14 Nov., 1868, Captain Croxton married

John F. Kennedy

Gertrude Bailey, the daughter of John Emory Bailey, a successful and prominent business man of Toledo, Ohio. They had one child, Bailey Croxton, which died in 1876.

HEMENWAY, John Francis, manufacturer, b. at Amber, Onondaga County, N. Y., son of Seneca C. and Lucy (Francis) Hemenway. His father was a farmer, one of the substantial citizens of his community, and for many years held the office of justice of the peace. On the paternal side he traces his descent from Ralph Hemenway, who came to this country from England in 1634, and was one of the earliest settlers of Roxbury, Mass. From these New England ancestors he inherited a legacy of good firm Puritan principles, honesty, industry, a vigorous constitution, and sound moral character. His early youth was passed on his father's farm, where, following the custom of boys similarly circumstanced, he alternately performed the necessary chores about the house and farm and attended the district school and other schools in the county. Some of his favorite studies he continued later under private tutors. His ambitions, which at that period of his life lay in the direction of a mercantile career, led him to seek his first employment as a clerk in a country store. In a short time, however, he became interested in general merchandise, and later began the study of telegraphy. He remained in this line of work for four years, during which time he was employed in the service of the old Atlantic and Pacific and the Western Union Telegraph Companies, and the Chicago and Western Railroad, at odd times giving some of his attention to railroading. In 1880 he left the field of telegraphy to take a position in the Marcellus Woolen Mills, at Marcellus, N. Y., as bookkeeper. After some time spent in this situation, Mr. Hemenway obtained employment with the Empire Wringer Company, at Auburn, N. Y. This was the real beginning of his industrial career, for, in a comparatively short time, his capabilities and energetic nature made him manager of the company. He maintained this connection for a number of years, until the consolidation of the Empire Wringer Company with the American Wringer Company of Rhode Island and New York City, with which enterprise he was affiliated as assistant general manager. During the next seven years he devoted the whole of his time and energy to the development and upbuilding of this consolidated organization, his quick grasp of details standing him in good stead. In the meantime he was acquiring a wide and varied experience, and an intimate knowledge of manufacturing in all of its departments. In 1898 Mr. Hemenway withdrew from active participation in the management of the affairs of the American Wringer Company, but continued his connection with that enterprise as one of its directors. With Landon P. Smith he now organized the Smith and Hemenway Company of New York, manufacturers and importers of hardware specialties and cutlery. The new corporation entered upon its career modestly, its sole staff, aside from its enterprising founders, consisting of one stenographer and an office boy, with no factory connections of any kind. But such were the farsighted and progressive business methods of its managers, that within comparatively few years in the life of an industrial organization, the firm of Smith and Hemenway Company had become an influential factor in the American hardware trade. Later, they became the largest individual stockholders in nearly a dozen factories, and effected a merger by which the concerns known as Smith, Herlitz and Company, Smith and Patterson, Bindley Automatic Wrench Company, the Maltby-Henley Company, and Windsor Hardware Corporation became a part of the Smith and Hemenway Company. Another of Mr. Hemenway's successful enterprises was the Ericsson Telephone Company of New York, which he organized in June, 1898, and which made a specialty of importing telephone appliances, manufactured by L. M. Ericsson and Company of Stockholm, St. Petersburg and London. Aside from Smith and Hemenway Company, of which he is secretary, treasurer, and director, he is also secretary, treasurer, and director of the Irvington Manufacturing Company of Newark, N. J., and secretary, treasurer, and director of the Industrial Realty Company of Newark, N. J., and director of the American Wringer Company. In 1916 Mr. Hemenway, in connection with his own business, again assumed active relations with the American Wringer Company and is now (1917) the managing director. His long experience in the wringer business and knowledge of all its details, both in manufacturing and marketing, make his activities especially valuable. An experienced and broad-minded business man, a careful student of events, and a practical man of affairs, Mr. Hemenway represents the best type of the American business man. His career has been marked with industry, sagacity and success. His own special department in the enterprises in which he has been interested has been that of financial manager, and the high standing to which these various companies have attained has been entirely due to his progressive business methods. He is a lover of good literature, a collector of rare books, and is deeply interested in art. He is a member of the Union League and Hardware Clubs. On 23 April, 1891, he married Alice, daughter of C. Rodney and Fanny (Harrison) Montague, of Glasgow, Mo.

ATKINSON, George Francis, botanist, b. in Raisinville, Mich., 26 Jan., 1854, son of Joseph and Josephine (Fish) Atkinson. He was graduated at Cornell University in 1885, and elected fellow in botany. In the fall of that year he became assistant professor of entomology and general zoology in the University of North Carolina; in 1888 professor of botany and zoology in the University of South Carolina; and in 1889 was called to the chair of biology in the Alabama Polytechnic Institute and the Agricultural and Mechanical College. He made many important researches in botany, as also of the root gall nematode of various cultivated plants and of the cotton diseases, thereby acquiring a scientific reputation both in America and Europe. In 1892 he was elected assistant professor of cryptogamic botany in Cornell University, and in 1896 became professor of botany and head of the botanical depart-

ment at Cornell. Professor Atkinson has written twenty-five standard works on botany and has lectured extensively on the subject. His scientific writings include: "A New Trap Door Spider" (1886); "A Monograph of the Lemaneaceæ of the United States" (1889); "Biology of Ferns" (1894); "Elementary Botany" (1898); "Lessons in Botany" (1900); "Mushrooms—Edible, Poisonous, etc." (1900); "Studies of American Fungi" (1900); "First Studies in Plant Life" (1904); and "College Textbook of Botany" (1905). Besides these he contributed numerous papers to American and foreign scientific magazines, and was for a time associate editor of the "Botanical Gazette," and of the "Botanisches Centralblatt" and "Centralblatt für Bakteriologie und Parasitenkunde." Professor Atkinson is now one of the editors of the "New Systematic Botany of North America." He is a Fellow of the American Association for the Advancement of Science (secretary of the botanical section in 1896 and vice-president in 1897), member of the Society for Plant Physiology and Morphology, Botanical Society of America (secretary, 1898-1901), Society for the Promotion of Agricultural Science, New York State Science Teachers' Association, Elisha Mitchell Scientific Society, Phi Beta Kappa and Sigma Xi Societies of Cornell, and corresponding member of the Torrey Botanical Club.

PALMER, John McAuley, lawyer, soldier, and governor of Illinois, b. in Eagle Creek, Ky., 13 Sept., 1817; d. in Springfield, Ill., 25 Sept., 1900, son of Louis D. and Ann Hansford (Tutt) Palmer. His earliest American ancestor was Thomas Palmer, who came from England, in 1624, and settled in Virginia. His father was a planter in Kentucky, then a slave State, whose anti-slavery sentiments were so strong that he emigrated to Illinois that he might raise his children on free soil. Mr. Palmer obtained his early education in the country schools of his Illinois home and then entered Shurtleff College, at Upper Alton, Ill. He then studied law with John S. Greathouse, in Carlinville, Ill., and was admitted to the bar in 1839. Except for the period covering his military experiences during the Civil War, he practiced law in Carlinville from 1839 to 1867, when he removed to Springfield, the State capital, and continued his practice there, with such interruptions as were caused by public service, until the time of his death. Soon after beginning his practice he became probate and county judge of Macoupin County, Ill. In 1847 he was elected a delegate to the Illinois Constitutional Convention; from 1852 till 1854 he served in the State senate, and in 1856, and again in 1860, he was a presidential elector, on the latter occasion for Lincoln. Though a Democrat on all other issues, Mr. Palmer was unalterably opposed to that party on the question of slavery. But this was so important an issue to him that he turned to the newly organized Republican party, acting as chairman of the first State convention in Illinois. On the outbreak of the Civil War, he at once offered his services to the federal government; he raised the Fourteenth Illinois Regiment, and, as its colonel, participated in the Missouri campaign of 1861, during which he attained the rank of brigadier-general. He took a prominent part as such in the operations around Chickamauga, where he was promoted to the rank of major-general and placed in command of the Fourteenth Army Corps. At his own request he was relieved of his command before Atlanta. In 1865 President Lincoln assigned him to the command of the military department of Kentucky, in which he continued until 1866. Two years later, in 1868, he was elected governor of Illinois on the Republican ticket and served during the term from 1869 to 1873. In the campaign of 1872 he supported Horace Greeley for the presidency, but thereafter acted with the Democratic party, being unable to agree with the Republicans on the tariff issue, which was to him the most important issue since the question of slavery had been settled. He was several times the caucus nominee of the party for U. S. Senator. In 1888 he was again candidate for governor, but on this occasion he was defeated by 12,500 votes. In the Democratic State Convention of 1890 he was unanimously indorsed for the U. S. Senate. The following year he was elected and served until 1897. In 1896 he was the candidate of the Sound Money, or National Democratic, party, for the presidency of the United States, being nominated at a convention held at Indianapolis, after the silver plank had been adopted by the regular Democratic convention at Chicago and William J. Bryan had been nominated. On 20 Dec., 1842, Mr. Palmer married Malinda Ann Neely, who died 9 May, 1885. On 4 April, 1888, he married Hannah Lamb Kimball. His three surviving children are: Mrs. E. A. Matthews, of Carlinville, Ill.; Mrs. Harriet Palmer Crabbe, of Corpus Christi, Tex.; and Mrs. Jessie Palmer Weber, of Springfield, Ill.

John M. Palmer

PALMER, John Mayo, lawyer, b. Carlinville, Ill., 10 March, 1848; d. Battle Creek, Mich., 10 July, 1903, son of John McAuley and Malinda Ann (Neely) Palmer. His father, John McAuley Palmer, was a prominent lawyer, who distinguished himself as a federal soldier during the Civil War, rising to the rank of major-general and afterward serving a term as governor of Illinois and as U. S. Senator. Mr. Palmer obtained his early education in the country schools of his native district, then studied successively at Blackburn University, Carlinville, Ill., Shurtleff College, Upper Alton, Ill., and finally entered the Harvard Law School, where he was duly graduated. In 1869 he was admitted to practice before the Illinois bar and began his legal career in his native town. Four years later, together with his father, with whom he en-

tered into partnership, he removed to Springfield, Ill., and there continued his practice. Mr. Palmer served as a member of the Illinois general assembly and as an alderman of the city of Springfield. In 1893 he was appointed corporation counsel to the city of Chicago, by Mayor John P. Hopkins, in which capacity he served for two years. On 7 July, 1869, Mr. Palmer married Ellen Clark, daughter of Dr. William R. Robertson. They had three children: Maj. John McAuley, now of the Twenty-fourth Infantry, U. S. A.; Robertson; and George Thomas Palmer.

MORRIS, Henry Crittenden, lawyer, b. in Chicago, Ill., 18 April, 1868, son of John and Susan C. (Claude) Morris. His father was a lawyer, physician, and soldier, served as captain and quartermaster in the Seventh Ohio Volunteer Infantry and as surgeon in Lincoln General Hospital, Washington, D. C., and practiced law in Chicago, Ill., from 1869 to 1902. His grandfather, Henry Morris, a native of Lincolnshire, England, settled in Kent, Ohio, in 1834. Through his mother he is a descendant of the Puritan divines, John Cotton and Cotton Mather, of Boston, Mass. He was prepared for college under private tutors, and at the age of fourteen entered Chicago University; later continuing his studies in Europe, with sixteen months in Germany. Upon his return to the United States, in the fall of 1883, he entered Buchtel College, Akron, Ohio, but later left to continue his studies at Lombard University, Galesburg, Ill., where he was graduated A.B. in 1887. In the following year he again visited Europe, remaining in Germany eight months, studying at the universities of Leipzig and Freiburg. He then studied law in the Chicago College of Law, and was graduated LL.B. in 1889. In 1890 Mr. Morris was elected secretary of the Young People's Universalist Union for the State of Illinois. In 1891 he was chosen its president. Visiting Paris in 1892, he studied modern languages and literature, including French, Spanish and Italian. On 1 Nov., 1893, he was appointed U. S. consul at Ghent, Belgium, an office which he held until 16 Dec., 1898, when he resigned. Altogether he resided in Germany two years; in France sixteen months; in Belgium five years, and spent several months in traveling in Spain, Portugal, Switzerland and Holland. During his period of service as consul at Ghent he prepared a series of official reports on subjects relating to American commercial interests in Belgium. Mr. Morris served also, in 1905, as secretary to the late Chief Justice Fuller in the Muscat Dhows arbitration before the International Permanent Court at The Hague. He is gifted with a logical mind and legal intuition, together with indefatigable industry. For more than a quarter of a century a member of the Chicago bar, and also an active official in numerous organizations, he has proved himself abundantly capable. His library is the envy of scholars. But he not only collects books, but assiduously reads them. Especially along the lines of law, economics, history, and political science—his special field is international relations—his fund of information is almost inexhaustible. Mr. Morris is especially valuable in deliberative bodies. Although a man of deep feeling, his emotions never control his judgment, but every act is weighed carefully and deliberately. He foresees difficulties and objections where others in their enthusiasm are prone to overlook them, and thus to stand in the way of the very projects which they seek to advance. Thus Mr. Morris exerts a steadying influence that always makes for the greater ultimate success of any movement with which he is connected. When, in January, 1915, the Chicago Peace Society sought a president to carry it through the anxious year of a world war, the members turned to Mr. Morris as the logical condidate. As consul to Ghent, Belgium, as student in two German universities, as author on subjects relating to Colonial politics, as secretary to Chief Justice Fuller in one of the arbitrations before The Hague Court, as member of such bodies as the American Historical Association, the American Political Science Association, the National Municipal League, the American Civic Association, the National Economic League, the Lake Mohonk Conference on International Arbitration, the American Academy of Political and Social Science, and the National Geographic Society, he has a broad equipment, such as few possess. Since his inauguration he has carried on the work with tact and devotion. Mr. Morris is author of "The History of Colonization from the Earliest Times to the Present Day" (2 vols., 1900) and "History of the First National Bank of Chicago" (1902). He is a firm believer in the ultimate success of peaceful methods for the settlement of international disputes, and the consequent elimination of war. The degree of A.M. was conferred upon him in 1890 by Lombard University, and the honorary degree of A.M. by Buchtel College (University of Akron) in 1910. For many years Mr. Morris has been a member of numerous economic, social and political organizations, among them the Hamilton Club, of which he was first vice-president in 1910-11; Authors' Club (London); City Club, Caxton Club, Chicago Literary Club and the Alliance Française, of which he has been director since 1910. He was chairman of the executive committee of the Chicago group of the American Committee for the Celebration of 100 Years of Peace between this country and Great Britain.

SCHMIDT, Otto Leopold, physician, local historian, and president of the Illinois State Historical Society, b. in Chicago, Ill., 21 March, 1863, son of Dr. Ernst and Theresa (Weikard) Schmidt. His father, born in Bamberg, Lower Franconia, Germany, 2 March, 1830, died in Chicago, Ill., 26 Aug., 1900. When twenty-seven years of age, he and his wife, a daughter of Richard Weikard, also a native of Wurzburg, came to the United States, and located in Chicago. His native city afforded to Ernst Schmidt extraordinary advantages, affording him a thorough knowledge of the arts, as well as of medicine. He enjoyed the advantages, successively, of the gymnasium, the polytechnic school, the school of music, and of practice in its several hospitals. From the university he joined the revolutionists of 1848, and with the large body of fellow patriots, when their cause was beyond hope, he came to the United States. Otto Leopold Schmidt passed rapidly through the prescribed public school and high school

courses, with systematic home-study directed by his father, and at the age of seventeen matriculated at the Chicago Medical College, where he was graduated M.D. in 1883. By the advice of his father, he pursued post-graduate studies at the Universities of Wurzburg and Vienna, and with the equipment thus obtained, met with eminent success in the practice of medicine and surgery. He early adopted as a specialty the treatment of diseases of the heart, lungs, and alimentary tract, in which his skill was acknowledged, not only in America, but in Europe. He was frequently called in consultation with the most noted physicians, either in person or by correspondence. Among official connections, he was physician to the Alexian Brothers Hospital and consulting physician to the Michael Reese Hospital, and to the German Hospital. The Chicago Polyclinic secured his services as professor of internal medicine. While quiet and unassuming in manner Dr. Schmidt was both powerful and purposeful when a definite object was to be accomplished. He inherited from his father his whole-hearted interest in public affairs and his intense love for his native land, while extending his concern to all mankind. He joined heartily in promoting every endeavor to help mankind generally, and became interested in all movements made for the advancement of economic, civil, and scientific endeavor, wherever undertaken. Outside of his professional life and his charities, Dr. Schmidt is greatly interested in historical and research work, as it concerns the old Northwest Territory. Through his interest in historical matters, he was made president of the Illinois State Historical Society; vice-president of the Chicago Historical Society; and a member of the American Historical Society and the Mississippi Valley Historical Society. His hereditary interest in the Germanic race was shown by his studies in its history, recognized by his election as president of the German-American Historical Society of Illinois. He was also a member of the American Medical Association and the Institute of Medicine of Chicago; was elected chairman of the Illinois Centennial Commission, organized in 1916, to properly observe the one hundredth anniversary of the admission of Illinois into the Union, and in 1909 became a member of the board of the Illinois State Historical Library. The University of Illinois, the Northwestern University, and Illinois College have been enriched by numerous gifts of valuable books and documents collected by Dr. Schmidt. He is a member of the Chicago Athletic Club, the South Shore Country Club, and of the Union League, Germania and City Clubs, all of Chicago. In 1891 he married Emma, daughter of Conrad Seipp, of Chicago. They have one son, Ernest C., and two daughters, Alma C. and C. Tessa Schmidt.

ERICKSON, Charles John, general contractor, b. in Westergotland, Sweden, 22 June, 1852, son of Jonas and Kajsa (Bengston) Erickson. His father, a peasant proprietor, came to this country in 1862, leaving his family behind for the time being. For two years he resided in Minnesota, where he enlisted in the Eleventh Regiment, Minnesota Volunteers, to fight for the federal cause against the South. After the war he returned to Minnesota, and engaged in contracting and railroad construction. Meanwhile the mother and son continued in the old country, the former unwilling to break with old associations. The son, having acquired a common school education, also remained in Sweden, until his twenty-eighth year, and then emigrated to this country, bringing his wife with him. Coming to Minneapolis, Minn., he joined his father, and followed contracting for nine years. In 1889 he went to Seattle, where he again took up contracting. Beginning in a small way, with only two helpers, he has since built up an extensive business. Some of the larger contracts which he has executed for the city of Seattle include the Second, Third, and Fourth Avenues, the Pike Street, and Twelfth Avenue regrades, the Lake Union and Lake Washington sections of the trunk sewer, and the Puget Sound drydock, No. 2, at Bremerton. He has been awarded and is now (1917) executing a contract for the construction of a railroad in the Olympic Peninsula from Puget Sound west to Lake Crescent. Aside from this, his main business, Mr. Erickson's interests have broadened into other fields. He is president and principal stockholder of the Preston Mill Company, president of the National Fishing Company, president of the Erickson Construction Company; a director of the Scandinavian-American Bank, and of the Seattle, Port Angeles and Western Railroad Company, and president of the Port Townsend and Puget Sound Railway Company. He is prominent as a man whose constantly expanding powers have lifted him from humble surroundings into the field of large enterprises and continually broadening opportunities. His breadth of view has not only recognized possibilities for his own advancement, but for the city's development as well, nor has he been any less zealous in pursuit of the latter than of the former. Though a warm supporter of the Republican party, he has never entered deeply into political movements, his interest being solely that of a public-spirited citizen. He is chairman of the board of directors of Adelphia College, and this is only one indication of his interest in affairs relating to the good of the community. He is a member, both of the Seattle Chamber of Commerce and the Chamber of Commerce of the United States. He also belongs to the Arctic and the Swedish Business Men's Clubs and is a member of the First Baptist Church. On 6 Oct., 1911, the King of Sweden conferred upon Mr. Erickson the knighthood of the Royal Order of Vasa of the first class. In 1877, before his emigration to this country, Mr. Erickson married Anna, daughter of Lars Anderson, a farmer of Westergotland. They have had nine children, of whom only three survive: Charles Edward, Hilda Katherine and George Leonard Erickson.

CALDWELL, George Brinton, financier, b. in Dunkirk, N. Y., 24 Aug., 1863, son of Charles Melville and Mary Ann (Kelner) Caldwell. On the paternal side he is of Scotch-Irish ancestry, and on the maternal side English and German. His parents removed to Ionia, Mich., when George was an infant, and he was educated in the public schools of that place, Greenville, Mich., and in a business col-

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Geo. B. Caldwell

lege at Grand Rapids, Mich. Subsequently he was employed on his father's farm, and at the age of eighteen was already a teacher, looking forward with indomitable determination to a career as a country educator. In 1882 he obtained employment as an accountant in the office of O. C. Kemp and Company, insurance agents, in Greenville, Mich. He went at his new duties with so much industry and persistency of purpose, that within three years he was offered a position as bookkeeper in the City National Bank of Greenville, Mich., which he accepted. In 1888 he removed to Grand Rapids, Mich., where he became chief accountant and financial adviser with the lumber firm of Tucker, Hoops and Company. He attained a degree of success remarkable for a young man in a new field, and in May, 1893, he was appointed state accountant of Michigan, serving also as secretary of the State board of equalization. In May, 1903, he was appointed national bank examiner for the State of Michigan and Northern Indiana by James H. Eckles, at that time comptroller of the currency. He resigned as bank examiner, after serving six years, to become assistant cashier and credit man for the Merchants' National Bank of Indianapolis, Ind. Here he devoted himself to the study of economics, and to the collection of commercial and financial statistics. Three years later he assumed charge of the investment department of the American Trust and Savings Bank of Chicago, Ill. In 1910 the bank was absorbed by the Continental and Commercial National Bank of Chicago, and in the following year he was elected vice-president. He resigned this position on 1 Jan., 1915, to accept the presidency of the Sperry and Hutchinson Company, the largest premium-giving company in the world. Mr. Caldwell is also president of the Hamilton Corporation, a subsidiary of the Sperry and Hutchinson Company. These companies issue coupons or stamps to merchants which are redeemable in standard merchandise of great variety at more than 500 premium stores. These coupons and stamps are recognized by many business people as a form of advertising and profit-sharing whereby a considerable part of the advertising cost reaches the pockets of the consumers, thereby insuring, in a measure, their continued patronage for the retailer. Since he became president of this company, Mr. Caldwell has severed his connections with numerous other enterprises. However, he continues as a director in the United Light and Railways Company, Chicago; the Grand Rapids, Grand Haven and Muskegon Railroad Company; Chattanooga Gas Company, and treasurer and director of the South Haven Steamship Company. In 1912 he organized the Investment Bankers' Association of America, and was its first president, serving two terms. Mr. Caldwell is a man universally respected for his business capacity, his remarkable energy, and his strict integrity. He is interested in every public enterprise for the growth and improvement of the city in which he resides, and is recognized in business circles as an able financier. In 1913 he was offered the office of comptroller of currency by the Democratic administration, but declined because of the demands made upon his time by business matters. Mr. Caldwell is a member of many exclusive social organizations, among them the Union League, Michigan and Indiana Societies, F. & A. M., K. of P.; New York Athletic Club; Midday Club of Chicago; Michigan Society of New York; Wykagyl Golf Club, New York; Baltusrol Golf Club of New Jersey, and the Oak Park Club of Chicago. He married on 14 Oct., 1886, Miss Lucy Smith Patrick, of Ionia, Mich., and they have one child, Helen Marie Caldwell.

GRANNIS, Elizabeth (Bartlett), editor, publisher, and philanthropist, b. in Hartford, Conn., 27 March, 1840, daughter of Edward Phelps and Maria Melinda (Howard) Bartlett. When she was twelve years of age her father died, and she removed with her mother, to Orwell, Ohio, being educated in the Warren (Ohio) high school, and at the Lake Erie College, Painesville, Ohio, where she remained two years. It was on one of her college days, when after hearing James A. Garfield preach in a grove near Mentor, Ohio, at a yearly meeting of the Disciples of Christ, she called together her girl friends, and nominated Garfield as President of the United States, twenty years before any other person thought of him in that capacity. At the age of fourteen she began her work for humanity by hunting up waifs and bringing them to Sunday school. Three years later, at the age of seventeen, she was chosen teacher in a district summer school. So well did she fulfill the duties assigned to her that she was later appointed instructor in the winter school, a position no woman had previously held. In June, 1873, she purchased "The Church Union," a weekly religious newspaper devoted to "the interests of those laboring for the actual visible unity of evangelical believers." Mrs. Grannis was the editor and proprietor of this publication for more than twenty-three years, and during this period "The Church Union" attained a prominent place among the religious newspapers of the country. One of the contributors to the publication for many years was the Rev. Joseph R. Wilson, D.D., LL.D., professor of theology in the Clarksville University, Tennessee, and father of President Woodrow Wilson. In 1887 Mrs. Grannis founded the National Christian League for the promotion of Purity, "to elevate opinion respecting the nature and claims of morality, with its equal obligation upon men and women, and to secure a proper, practical recognition of its precepts on the part of the individual, the family, and the nation; to enlist and organize the efforts of Christians in preventive, educa-

tional, reformatory, and legislative work in the interest of purity." A national charter was obtained for the League in 1890. Since its organization Mrs. Grannis has battled for equal rights, equal station, and equal responsibilities of the sexes. Associated with her in the work of the National Christian League are many leading men and women of the country, among them the following, who are vice-presidents: Margaret P. Buchanan, Frank Moss, Dr. Nancy M. Miller, Catherine Ferris, Rev. Sylvanus Stall, D.D., Kate Waller Barrett, M.D., Rev. Leighton Williams, D.D., Mary Wood Swift, Rev. Frederick B. Allen, Rev. E. B. Sanford, D.D., Mary Knox Robinson, M.D., Rev. John Balcom Shaw, D.D., Josephine Walter, M.D., Rev. Peter Ainslie, D.D., Hannah J. Bailey, Bishop Samuel T. Fallows, Rev. Z. T. Sweeney, LL.D., Charlotte Wooster Boalt, and Rev. J. Aspinall McCraig, D.D. As president of the National Christian League for the Promotion of Purity, since its organization, Mrs. Grannis has come into contact with conditions surrounding woman prisoners in the police courts that tended to degrade whatever decency and womanhood remained. She has been a leading spirit in conference and conventions of great influence, not only in the Eastern States, but in San Francisco, at Rome, and at The Hague. While she has been thus occupied in public, she has quietly financed and maintained a shelter for women and children in distress. On 1 May, 1895, Mrs. Grannis opened the Women's Club Home in a large and comfortable house at 5 East Twelfth Street, to afford a pleasant home at moderate prices for self-supporting women and those striving to be such. As far as possible employment is secured for those who seek it, and constant efforts are being made to aid worthy women. Special features of the Home, which is maintained on the co-operative plan, are the restaurant, sewing, laundry, clerical, employment, and similar departments. Mrs. Grannis has secured the passage of several legislative bills that required years of patient effort and the overcoming of indifference, prejudice, and hostility. After seven years of work she secured the enactment of the law forbidding the use of tobacco by minors in reformatories and prisons. After eleven years of effort, she secured the passage of the bill making infidelity in marriage a crime. Acting upon her suggestion, Hon. Elbridge T. Gerry drafted the Tobacco Bill, making it a misdemeanor to sell or give away tobacco in any form in jails, prisons, penitentiaries or reformatories in the State of New York, in the form of cigarettes, plug tobacco, or cigars to a person under twenty-one years of age. In 1911 Assemblyman Dr. R. P. Bush introduced in the State legislature, at her request, a bill legalizing the sterilization of degenerates so as to "prevent the promiscuous propagation of imbecility and criminality by a trivial operation called vasectomy in the male, and by a corresponding operation in the female, which does not destroy sex desire or power, but prevents procreation." This law, which was passed after twenty years of work, is regarded as a wise quarantine against the defectives of the next generation, necessary for the safeguarding of the race and a great saving to the taxpayers. The measure to which Mrs. Grannis has given her strength for many years, is the bill to legitimatize children born out of wedlock, which she characterizes as the bill to enforce the responsibilities of fathers. Mrs. Grannis is an active, clear-sighted, and far-seeing woman, throwing her wonderful force into movements calculated to benefit humanity, accomplishing results that will prove to be lasting achievements and doing it all in a helpful, womanly way. She is a fine example of the efficient helpful woman in American life. Mrs. Grannis speaks as she thinks on the great problems of life, directly and without blushing, and yet she never offends by indelicacy, nor by that glibness in sacred matters that are common among those who have had much to say and do concerning the sexual life and relations. At the meeting of the National Purity Federation at Battle Creek, Mich., in 1907, she said: "It is easier to go into the slums and work than among the high and the mighty. The soul of the capitalist is just as valuable in the sight of God as that of a fallen ignorant girl." To her the home is a sacred place; husband and wife, parents and children form a heavenly union in which each has place, rights, duties, and mutual relations, that must be maintained in purity and efficiency. Her whole life has been based on religious conviction. In recent years she has taken an active interest in the woman suffrage movement in New York, and it has been her custom to go to the polling-places and make application for registration as a voter. On 20 July, 1865, she married Col. Frederick Winslow Grannis, of Brooklyn, N. Y.

DEERING, William, manufacturer and philanthropist, b. at South Paris, Me., 25 April, 1826; d. at Miami, Fla., 10 Dec., 1913, son of James and Eliza (Moore) Deering. He was descended from Puritan ancestors, who emigrated from England to Massachusetts in 1634; since which time the name has been frequently and honorably mentioned in the histories of New England. His grandfather was a master shipbuilder in Saco, Me. His father, with others, established a manufactory of various things, especially woolen cloths. This was ruined by one of the sudden and violent changes of the tariff laws of those days. William Deering was educated in the public schools of his native town, and at the Maine Wesleyan Seminary, in Readfield. Subsequently, he began the study of medicine under the celebrated Dr. Barrows, of Fryeburg, Me., but abandoned his studies to assist his father who was then president of the South Paris Woolen Manufacturing Company. In 1849 he was made manager of the mill, and invested his profits in lands in the Middle West, then sparsely settled and called the Far West. Four years later he resigned his position with his father's company, and spent considerable time in traveling in this primitive country, especially in Illinois and Iowa. His wife's failing health compelled him to return to South Paris, where he conducted a general supply store. Following the death of his wife, Abby (Barbour) Deering, in 1856, he removed to Portland, Me., and at the outbreak of the Civil War engaged in the manufacture of clothing for the federal army. In 1865, with Seth M. Milliken, he formed in

Portland, Me., the firm of Deering, Milliken and Company, to engage in the business of manufacturing and selling dry goods. Branches were soon established in Boston and New York, and the firm became one of the largest dry goods commission houses in the country. In 1870 Mr. Deering retired from the firm because of ill health, and, upon visiting Chicago in the same year, met an acquaintance from Maine, E. H. Gammon, who was engaged in selling agricultural machinery. With him he formed the firm of Gammon and Deering, to manufacture reaping machinery at Plano, Ill. Mr. Gammon, who had an interest in the patents of the Marsh harvester, which was working a revolution in the gathering of grain, told Mr. Deering that what was needed was a machine to bind the wheat into sheaves, as it was cut. Mr. Deering set to work to solve this problem, and with employed machinists, including J. F. Appleby, who invented the Appleby twin binder, to perfect the mechanism and adapt it to the Marsh harvester. Mr. Gammon, however, retired in 1878, and Mr. Deering became the sole proprietor of the Marsh patents and of the factory at Plano, Ill. Many of the improved machines were sold for the harvest of 1879, and in 1880 more than 3,000 were manufactured. In the first years of its use this machine lacked much of being completely efficient, and for a time success hung in the balance. The use of wire as a binding material was found to be objectionable, as fragments remained in the grain, and were injurious to millstones in the grinding of wheat. After many futile efforts to produce a perfect binding twine, Mr. Deering induced the late Edwin H. Fitler, of Philadelphia, to make an experimental lot of single fiber twine from the manila fiber, and thus solved the difficulty; also creating the opportunity for founding a new and great American industry. Spurred on by him, his engineers improved the machines of the day, and devised new ones. Wrought iron and steel replaced cast iron and wood, weight and draft were reduced, and endurance and life prolonged. Mr. Deering early saw the possibilities of the internal-combustion, or gas engine, and constructed a steel machine fitted with antifriction bearings, which was perfected in 1892. This was the first motor-driven mower ever built. An automobile mowing-machine, practically operated in 1894, was exhibited by him at Paris in 1900, and for this Mr. Deering was awarded an official certificate of honor, and was made an officer of the Legion of Honor. He received also the grand prize, six gold medals, six silver medals, and eleven bronze medals, including the Deering collaborator medals. The Deering Harvester Company was organized at Plano, Ill., with Mr. Deering as president, and a few years later the business was removed to its present site at Fullerton and Clybourn Avenues, Chicago. In 1901 Mr. Deering suffered his first serious illness, and soon thereafter gave the active charge of his business into the hands of his two sons and his son-in-law. At the end of his business life, Mr. Deering saw in his employ many thousand men, and many more thousands as agents for his machinery, and the business extended to all parts of the world where grain is grown. At that time, the Deering plant was turning out two complete machines every minute of the working day, and thirty miles of twine per minute. It covered a land area of eighty acres, and had an annual capacity for turning out 300,000 machines, consisting of binders, reapers, mowers, rakes, drills, and corn machines. In 1902 the Deering Harvester Company was merged in the International Harvester Company. After a serious illness in 1901, Mr. Deering recovered his health to some extent, and administered his own affairs, while giving much time and wise counsel to institutions of education and charity. His unusually active business life had not prevented interest in the public welfare, and he was always generous in gifts to educational institutions and worthy charities. Personally, he was endowed with the greatest gifts of mind and heart. That the possession of wealth for the sake of its personal possession had small attraction for him is shown in the fact that, for himself, he spent almost none of it, and that, during his own lifetime, he gave millions of dollars to good works. His gifts, especially to the Northwestern University, to the Garrett Biblical Institute, of whose boards of trustees he was president for many years, and to Wesley Hospital, of Chicago, were very large. Mr. Deering was an ardent progressive, tireless and ever financially extravagant in his efforts for progress in harvesting machinery. Though never seeking political office, he consented to serve in the Maine State council under Governors Perham and Chamberlain. He was a devoted member of the Methodist Episcopal Church, beloved by all who knew him for his simplicity, and kindly nature. In 1912 his health began to fail, and, in the summer of 1913, it became evident that his robust constitution was yielding to the weight of his years. His mind was clear and his friends were known and welcomed by him almost to his last day. He died in his eighty-eighth year. Mr. Deering married 31 Oct., 1849, Abby, daughter of Charles and Joanna (Cobb) Barbour, of Maine. She died in 1856, leaving one child (Charles Deering, b. in 1852), who is treasurer of the International Harvester Company. He married again, 15 Dec., 1857, Clara, daughter of Charles and Mary (Barbour) Hamilton, of Maine. Of this marriage were born one son, James Deering, and one daughter, Abby Marion, who married Richard Howe, of New York City, in 1898. She died in 1906.

SMITH, Samuel George, clergyman and author, b. in Birmingham, England, 7 March, 1852; d. in St. Paul, Minn., 25 March, 1915, son of Rev. William and Harriet (Chamberlain) Smith. His father (1824-73), a native of Kenilworth, England, and a clergyman of the Methodist Episcopal Church, came to America in 1857, settling in Iowa, where, at the time of his death, he was presiding elder of his district. His mother was a daughter of Richard Chamberlain, of Birmingham. He was graduated at Cornell College, Iowa, in 1872, and in the fall of that year entered the Upper Iowa Conference. Soon afterward he was elected principal of Albion Seminary, but in 1876 resigned to accept a pastorate at Osage, Ia. After two years he was sent to Decorah, Ia., and in 1879 removed to St. Paul, Minn., where he passed the next thirty-five years of

his life. His first pastorate in St. Paul was the First Methodist Church. In 1882 he was appointed presiding elder of the St. Paul district; and in 1883 was elected a delegate to the general conference. During that period he received calls to leading churches in Boston, New York, Chicago, and London, England, but declined them all. In 1882 failing health caused his retirement from the St. Paul district, and he spent the most of the following year in Europe. On his return to this country, he was reappointed to the First Church by unanimous request of the congregation. On 1 Jan., 1885, he resigned and withdrew from the Methodist Church, at the suggestion of friends in St. Paul, who sought for him a larger sphere of usefulness than that offered by any single denomination. He then founded, and became pastor of, the People's Church in St. Paul, holding his services at the opera house until a handsome edifice had been erected. After 1890 he was head of the department of sociology and anthropology of the University of Minnesota. During his residence in St. Paul, Dr. Smith was closely identified with its educational, political, and religious life. For three years he served on the city school board, resigning on account of the pressure of other duties, and in 1890 he became a member of the State Board of Corrections and Charities, to which he was reappointed by three successive governors. For many years he lectured at Chautauqua assemblies and on various lyceum platforms, principally on modern social problems. He was appointed by Governor Nelson official visitor from Minnesota, on a tour of investigation, which covered sixty of the most important prisons and asylums of the Continent. In 1905 he became president of the National Conference of Charities and Correction; and in 1914 president of the American Prison Association. Dr. Smith has been a frequent contributor to various journals, magazines, and reviews. He is the author of "Retribution and Other Addresses" (1900); "For Eyes That Weep" (1900); "The Industrial Conflict" (1907); "Religion in the Making" (1909); "Social Pathology" (1911); "Democracy and the Church" (1912). Personally Dr. Smith was genial, sympathetic, and practical. As a preacher and public speaker he had few equals, while his church, which was among the largest in America, was always a center of educational influence, Christian culture, and spiritual power. In the words of a life-long friend, Dr. Smith was "A self-sufficient man, yet one who relies upon his fellows; a versatile man, yet one who is able to concentrate all his faculties on the task in hand; a man's man, shrewd in judgment, strong-willed, masterful executive, yet highly sensitized to respond unfailingly to the spiritual needs of his friends. Dr. Smith is a scholar in the highest sense of that word, and he is also the man of affairs, that rare combination of dreamer and doer of deeds. Therefore he easily becomes the founder of enterprises. The enterprise he endows with other peoples' money . . . but of more value than their money is the endowment of his own spirit which gives life to his enterprises that they abide in the land. Of a mind truly catholic and of a heart big with human sympathy . . . essentially a pioneer, keen in research, unwilling to build upon foundations not laid by himself, he can be terribly direct and brutally efficient. But with the growing years he has . . . permitted the primitive and powerful life within him to be clothed in the mode of amiability and conservatism, which things are not native to him, as is evinced by the fact that frequently he becomes the contentious and constructive critic of the times whose leadership is eagerly followed by his fellow citizens. A strong man of rare mentality; and withal a lovable man, a burden-bearer, himself a lover of men." The degree of A.M. was conferred on Dr. Smith by Cornell College in 1872 and by Syracuse University in 1882; of Ph.D. by Syracuse University, also in 1882; D.D. by Upper Iowa University in 1884, and LL.D. by Cornell College in 1898. He married twice: first, 18 March, 1874, Mariam Antoinette, daughter of Royal W. Barnard, of Fayette, Ia., who died 3 July, 1888; second, 15 May, 1890, Sadie, daughter of John Nicols, of St. Paul. He had five children: James William, Samuel George, Jr., Arthur Grant, Harriet and Sadie Nicols Smith.

WALKER, John Grimes, naval officer, b. in Hillsboro Bridge, N. H., 20 March, 1835; d. in Ogunquit, Me., 15 Sept., 1907, son of Alden and Susan (Grimes) Walker. He was a descendant of Philip Walker, a native of England, who was prominent among the early settlers of Rehoboth, Mass. His father (1793-1852) was a manufacturer and merchant, of Hillsboro, N. H.; his mother was a sister of Governor Grimes, of Iowa. He attended the grammar schools in his native town and later in Burlington, Ia. In 1850 he received an appointment to the U. S. Naval Academy at Annapolis and in 1856 was graduated at the head of his class. He spent the year following his graduation on the "Falmouth" at the Brazil Station, and while in these waters was promoted to lieutenant, and transferred to the frigate "St. Lawrence," upon which he remained until 1859. He was then appointed in the capacity of instructor in mathematics at the U. S. Naval Academy, and occupied the position during the years 1859-60. At the beginning of the Civil War, Lieutenant Walker was serving on the steamer "Susquehanna" along the Atlantic coast. In 1861 he was transferred to the gunboat "Winona," where he saw his first fighting under Admiral Farragut, and took an active part in the operations, including the passage of Forts Jackson and St. Philip, the capture of New Orleans, and the siege of Vicksburg. For two years he was present in every action on the Mississippi River, and for his bravery and meritorious conduct in this campaign was commissioned

lieutenant-commander. Shortly after his promotion he was placed in his first command, the iron-clad, "Baron de Kalb," which was attached to the Mississippi squadron. Under his command this ship went through the heavy fighting in both attacks on Vicksburg (1862-63), and in the engagements at Arkansas Post and Haines Bluff. He commanded the "Baron de Kalb" in the operations before Fort Pemberton, performing noteworthy service in destroying supply and munition craft belonging to the enemy. In the engagement at Yazoo City his ship was sunk by a torpedo, and Lieutenant Walker was put in command of a land battery which played an important part in the capture of Vicksburg. During the years 1864-65, he was attached to the coast blockading squadron on the Atlantic coast, being in command of the "Saco," which took part in the action before Forts Anderson and Caswell, and was present at the surrender of Wilmington, N. C. At the close of the war he was placed in command of the steamer "Shawmut" and sent to the Brazil squadron. In 1866, while in these waters, he was promoted to the rank of commander, and shortly after his elevation to this distinction, was recalled to the Naval Academy as assistant superintendent. He served in this capacity until 1869, when he was made lighthouse inspector. In 1873 he became secretary to the Lighthouse Board, on which he served for five years, and, in 1881, was appointed to the head of the Bureau of Navigation, in which capacity he acted for the next eight years. In 1889 he was appointed rear-admiral and was placed in command of the famous Squadron of Evolution which had been built and organized under his direction. This fleet he took on its European cruise, and it was thought at that time that Admiral Walker would be placed in charge of the entire naval forces of the United States. In 1894 he was sent by President Cleveland to the scene of the revolution in Honolulu to protect American interests and make a report on the conditions. This report which he gathered from the best available sources, and from observation, brought him prominently into notice, by reason of charges to the effect that British influence was being exerted to keep Queen Liliuokalani on the throne. On his return to the United States he was again identified with the Lighthouse Board, this time as its chairman. In 1896 he performed his last labor in the service of the U. S. navy by acting as chairman of the Deep Harbor Board, which had as its mission the location of a deep water harbor, to be constructed by the government, in Southern California waters. In 1897, in accordance with the naval law, Admiral Walker was retired at the age of sixty-two. He was then at the height of his mental and physical powers, and the fact of being placed on the retired list did not prevent him from performing some of his most valuable and notable services for his country. Few Americans were as conversant with matters pertaining to the Panama Canal as Admiral Walker, and practically at the inception of the project, he was called into consultation. In 1897 he was appointed president of the Nicaraguan Canal Commission by President McKinley. In 1899 he was made the head of the Isthmian Canal Commission, and, as such, was called upon to report and investigate on the most practical routes across Panama. At first he was strongly in favor of the Nicaraguan route, and made recommendations to this effect, but in 1899, when the French nation offered to sell its Panama rights and works for $40,000,000, he was converted to the advocacy of that route. On 3 March, 1904, following the ratification of the treaty with the Republic of Panama, he was appointed by President Roosevelt, a member of the Isthmian Canal Commission, the task of which was to take charge of the construction of the Panama Canal, one of the greatest undertakings in the history of engineering. The services which he rendered as a member of this commission made him even better known than his distinguished and brilliant record in the navy. Admiral Walker was a member of several clubs, including the University Club of New York and the Metropolitan Club of Washington. He married in September, 1866, Rebecca White, daughter of Henry White Pickering, of Boston, Mass. They had five children.

DAMROSCH, Walter Johannes, musician, b. in Breslau, Prussia, 30 Jan., 1862, son of Dr. Leopold Damrosch (1832-85) and Helena Von Heimburg, a German ballad singer. He received his musical education chiefly from his father, but also had instruction from Max Pinner, Rischbieter, Urspruch, and Hans von Bülow. He came to the United States with his father in 1871. During the great music festival given by Dr. Damrosch in May, 1881, Walter Damrosch first acted as conductor in drilling several sections of the large chorus, one in New York, and another in Newark, N. J. The latter, consisting chiefly of members of the Harmonic Society, elected him to be their conductor. Under his leadership this society regained its former reputation, and during this time a series of concerts was given, in which such works as Rubinstein's "Tower of Babel," Berlioz's "Damnation of Faust," and Verdi's "Requiem" were performed. He was then only nineteen years of age, but showed marked ability in drilling large chorus classes. During the last illness of his father he was suddenly called upon to conduct the German opera, which he did with success, and, after his father's death, was appointed to be assistant director and conductor of the Symphony and Oratorio Societies. The same year he took the German Opera Company on a tour of Chicago, Cincinnati, Boston, and Philadelphia, producing "Tannhäuser," "Lohengrin," "Walküre," "Prophet," "Fidelio" and other noted works with remarkable success. One of his principal achievements was the successful concert performance, by the Oratorio and Symphony Societies, in March, 1886, of "Parsifal," its first production in the United States. During his visit to Europe in the summer of 1886 he was invited by the Deutsche Tonkünstler-Verein, of which Dr. Franz Liszt was president, to conduct some of his father's compositions at Sondershausen, Thuringia. Carl Goldmark's opera "Merlin" was produced for the first time in the United States under his direction, at the Metropolitan Opera House, 3 Jan., 1887. Mr. Damrosch has composed "The Scarlet Letter," an opera in three acts on Hawthorne's romance of

that name, and published by Breitkopt and Hartel; "The Manila Te Deum" for solos, chorus, and orchestra, written in honor of Dewey's victory at Manila Bay and published by the John Church Company; three songs published by the John Church Company; sonata for violin and piano; "At Fox Meadow," published by the John Church Company; "Cyrano," a grand opera in four acts, libretto by W. J. Henderson, adapted from Rostand's play, published by G. Schirmer; "The Dove of Peace," comic opera in three acts, libretto by Wallace Irwin, published by G. Schirmer. The following from a competent critic regarding the opera "Cyrano" appeared in the New York "Times": "Mr. Damrosch has shown the judgment and skill in writing for the instrument that was to be expected from one who has spent his life in conducting orchestral performances. He knows the orchestra and its components, knows its effects and how to obtain them. His score is commendable for its coloring, its richness, and for the sure touch with which he has emphasized and elucidated passages now emotional, now gay, now picturesque, now tragic. The music of 'Cyrano' is undoubtedly composed with skill, with verve, and in many parts with spontaneity." Mr. Damrosch has also achieved success in the lecture field. His lectures on the "Dramas of Wagner" have been heard with approbation in every large city of the United States. His prodigious capacity for labor, his great musical ability, his unerring taste and refinement, together with his genial temperament and remarkable musical memory, have made him one of the notable conductors of recent times. He married 17 May, 1891, Margaret J., daughter of the late Hon. James G. Blaine.

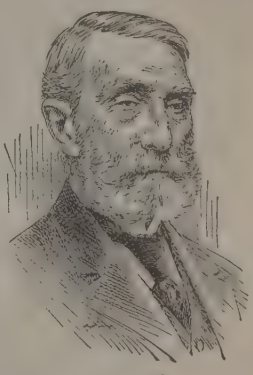
GOLDSPOHN, **Albert**, physician and surgeon, b. in Roxbury, Wis., 23 Sept., 1851, son of William and Friederike Marie (Kohlmann) Goldspohn. His father emigrated to this country from Neustrelitz, Germany, in 1848, and settled in Dane County, Wis., where he engaged in farming and later became a lumber dealer. His paternal grandfather was one of the few survivors in Napoleon's army following its memorable retreat from Moscow, in 1812. Albert Goldspohn was educated in the public schools of his native town and under private tutors. Later he obtained employment as an apprentice in a drug store, and early showed a strong bent toward medical activities. He eagerly absorbed all the information he could obtain concerning his hobby, and pursued his studies at the Northwestern College, at Naperville, Ill., where he was graduated in 1875 with the degree of M.S. In the same year he entered the Rush Medical College in Chicago, Ill., where he was graduated in 1878 as M.D. Dr. Goldspohn was then resident physician and surgeon at the Cook County Hospital, in Chicago, Ill., during one and one-half years. Meanwhile his medical practice, which was very exacting and laborious, spread over a large territory, and after devoting six years of his time to research, he visited Europe. There he remained two years, attending the lectures on surgical subjects, particularly gynecology, at the universities of Heidelberg, Strasburg, Halle, Würzburg, and Berlin. Upon his return to Chicago, Ill., in 1887, he became a member of the medical staff of the German Hospital and assumed charge of the department for diseases of women under the direction of Prof. Christian Fenger, with whom he was closely associated for three years as senior assistant in surgery. He rapidly developed surgical skill, and in June, 1892, was appointed professor of gynecology in the Post-Graduate Medical School and Hospital in Chicago, a position he still holds. In 1905 he became surgeon-in-chief of the Evangelical Deaconess Hospital of Chicago, an institution of which he is the chief designer and surgical supporter. In 1906 Dr. Goldspohn donated $25,000 to the Northwestern College in Naperville, Ill., his first alma mater, for the erection of a Science Hall, which bears his name. As a surgical practitioner, he ranks with the leading surgeons of the world. Naturally conscientious and cautious, in operating he obtained good results, generally with a large percentage of recoveries. He is a man of great culture, who has supplemented a broad and liberal education by constant reading and study not only in matters connected with his profession, but also in the whole realm of history and literature. In addition to his library of more than 3,000 volumes, he patronizes the medical section of the John Crerar Library in Chicago. Dr. Goldspohn is worthily characterized as always standing in the vanguard for everything that is humane, progressive, and wide-reaching in the theoretical, literary, and practical sides of his life work. In 1899 he delivered an address before the International Congress of Specialists in Diseases of Women, held in Amsterdam, Holland, in which he reported the later results of an operation designed by himself for displacement of the womb; and during a following brief trip in Germany, he had the honor to be invited by professors in Hamburg, Berlin, and Munich to demonstrate the technique of his operation on living subjects, which he did. Several years later, the procedure was named "The Goldspohn Operation." Dr. Goldspohn is a liberal contributor to medical periodicals, dealing chiefly with surgery and diseases of women. He is an active member of the Chicago Medical Society, Chicago Gynecological Society, Illinois State Medical Society, Mississippi Valley Medical Society, American Medical Association, the Association of Obstetricians and Gynecologists and the International Periodical Congress of Obstetricians and Gynecologists.

Albert Goldspohn

McKIM, **Charles Follen**, architect, b. in Chester County, Pa., 24 Aug., 1847; d. at St. James, L. I., 14 Sept., 1909, son of James

Miller and Sarah Allibone (Speakman) McKim. He studied at the scientific school of Harvard in 1866-67, and then spent three years in the architectural course at the School of Fine Arts in Paris. On his return to the United States he settled in New York, and, in association with William R. Mead and Stanford White, formed the firm whose work has taken part in the recent development of architecture in this country. The variety of work executed by this firm has been very great, but their main tendency has been to produce buildings whose original influence has been derived from the purest styles of classic architecture. Among their best productions in country work are the cottages erected in Newport, Lenox, and other summer resorts, notably the house at Mamaroneck, N. Y., that is in the style of a French farmhouse, having points of resemblance to the half-timbered work of England. Their houses at Newport are typical of a style that is peculiar to themselves. Among their city residences, the Tiffany house on Madison Avenue, in New York City, which is Rhenish in style, with details leaning toward the Italian, is pronounced by some critics to be the finest piece of architecture in the New World. The Villard block of houses on Madison Avenue, behind St. Patrick's Cathedral, designed in the spirit of classic Italian architecture of the sixteenth century, is the most beautiful specimen of that style in New York City. Conspicuous among their country buildings of a public character are the casinos at Newport and Narragansett Pier, and the music hall in Short Hills, N. J. They have also built St. Paul's Church in Stockbridge, Mass., and St. Peter's in Morristown, N. J., which are characterized by simple dignity and beauty. Their large business edifices include that of the American Safe Deposit Company on the corner of Forty-second Street and Fifth Avenue, in the style of the Italian Renaissance and the Goelet building on the corner of Twentieth Street and Broadway, New York City, which is likewise Italian in character; and also the two large office buildings of the New York Life Insurance Company in Omaha and Kansas City. The Algonquin clubhouse of Boston and the Freundschaft clubhouse of New York, and Madison Square Garden, in New York City, were from designs furnished by them, as well as the Boston Public Library. Among other notable buildings erected by the firm are: Columbia University; the State capitol, Rhode Island; Brooklyn Institute of Arts and Sciences; Walker Art Gallery at Bowdoin College; the Department of Architecture at Harvard; Music Hall, Boston; the Agricultural Building of the New York State buildings at the World's Columbian Exposition; and the buildings of the University, Harvard, and Century Clubs, New York City. In addition to the work already mentioned, Messrs. McKim, Mead and White have designed various monuments and memorials erected in this country and abroad. Mr. McKim received the gold medal at the Paris Exposition of 1900, and was awarded the Royal Gold Medal by King Edward for the promotion of architecture in 1903. He was also awarded a gold medal by the American Institute of Architects in 1909. He was a member of the Congressional commission for the improvement of the Washington park system; member of the New York Art Commission; member of the Accademia di San Lucca, Rome, 1899; member of the American Academy in Rome, honorary member and former president of the American Institute of Architects; member of the Architectural League, and honorary member of the Society of Mural Painters. He became a National Academician in 1907. He belonged to the University, Lambs, Racquet and Tennis Clubs of New York, and to the St. Botolph and Somerset Clubs of Boston. He received the honorary degree of A.M. from Harvard in 1890, and from Bowdoin in 1894.

SHEPARD, David Chauncey, civil engineer, b. near Geneseo, N. Y., 20 Feb., 1828, son of David and Dolly Olmstead (Foore) Shepard. He grew to manhood on his father's farm, working in the vacation season and attending the district schools in the winter months. Later, also, he attended Temple Hill Academy, at Geneseo, and the Brockport Collegiate Institute at Brockport, N. Y. He began his work in the profession of engineering, in which he afterward won so great distinction, in 1847, when he was appointed by Gov. John Young, of New York, as one of the corps engaged in the construction of Genesee Valley Canal. After four years in this work he resigned to assist in the surveys for the Rochester and Genesee Valley Railroad, now a part of the Erie Railroad System, remaining in that employ until the summer of 1851, when he worked on the Erie Canal. He was then transferred to the office of the State engineer, at Rochester, N. Y., and remained there until 1852. He had now become recognized as an expert in railroad engineering, and was called upon to take charge of the difficult construction work of the Canandaigua and Niagara Falls Railway, and, during the years 1852-53, was engaged in various other surveys and railroad work. From 1853 until 1856 he served as chief engineer of the Atlantic and Great Western Railway Company, and in 1856-57 held the same position in the employ of the Milwaukee and Beloit Railway Company. In 1856 he became connected with the Minnesota and Pacific Railway Company, as chief engineer, and, in that capacity, turned the first sod for a railway in the State of Minnesota. During the years 1859-62 Mr. Shepard gave up temporarily active professional work and engaged in the shipping and selling of wheat; but in 1863 on receiving a flattering offer from the Chicago, Milwaukee and St. Paul Railway, he became chief engineer for its lines in Minnesota, with headquarters at St. Paul. In 1863 he associated himself with the Northwestern Construction



Company, railway contractors, of which company he was the guiding spirit and general manager until his retirement from active business in 1894. Mr. Shepard had an unusually varied and busy professional career. Practically a pioneer in railroad construction work in the Northwest, he played an important part in the upbuilding of that great territory. The difficulties and hardships which he encountered were many and his work made possible the strong tide of immigration which transformed the wilderness into a region of prosperous communities.

NASH, Edward Watrous, metallurgist, b. in Akron, Ohio, 8 April, 1846; d. in Omaha, Neb., 22 July, 1905, eldest son of Frederick Augustus and Mary (Watrous) Nash. His father was a distinguished member of the Ohio bar. He was educated in the public schools of Akron, and at Eastman's Business College, Poughkeepsie, N. Y. At the age of twenty he removed to Galveston, Tex., where he was engaged as an accountant by a firm of cotton brokers under circumstances that were indicative of a successful business career. Quite by chance Mr. Nash found himself an interested but idle onlooker at an auction sale of cotton. The manner of recording purchases and making settlements seemed to him both slow and crude. He approached one of the proprietors and asked for work, saying he felt sure he could better the performance of the clerk in charge. Something in his appearance or manner arrested the proprietor's attention, and he was asked how the result could be accomplished. Then followed a demonstration in rapid calculation by a youth desperaetly in need of work, which resulted in his employment and an early advancement to a salary of $3,000 per year. In 1868 he quit his position and went to lower Canada, where his father was engaged in a mining enterprise. Immediately after his marriage in 1869 Mr. Nash came to Omaha with his young wife, arriving without resources, except a small sum of money which rapidly melted away under the expense of living in a frontier town. He sought employment for some time, finally securing a clerkship with the Union Pacific Railroad. After gaining promotion in his railroad work Mr. Nash resigned his position in 1870, and cast his fortunes with the Omaha Smelting Company, which was then being organized. He invested all his savings, about $300.00, in this company, which was a small meagerly capitalized concern entering on a business then but little understood. He accepted the position of secretary and treasurer at a markedly lower salary than he had been receiving from the railroad. The change required business courage and initiative, both marked characteristics of the man. This was the beginning of his long connection with the smelting and refining of metals. With enthusiasm he set to work to acquire a knowledge of the business in all its branches, and although without technical education he became a thorough practical metallurgist. He had a genuine love for the business, and was largely, if not wholly, responsible for its growth and development into one of the great independent smelting and refining plants of the country. In 1899 the American Smelting and Refining Company was organized, and acquired many smelting plants throughout the United States and Mexico—becoming commonly known as the "Smelter Trust." It was conceded at the time of the organization that without the Omaha plant the consolidation would have been impossible. The men who had managed the different plants were brought under the scrutiny of the keenest business minds of the country, since from among them a leader for the new company was to be chosen. Mr. Nash was elected president of the company, and held that responsible position until his death. Under his guidance the enterprise attained a remarkable success, and acquired an enviable reputation as one of the best managed of all the industrials. Mr. Nash was a man of intense virility: he was a force. His business perceptions were almost intuitions. He seemed to form his conclusions swiftly, but they were seldom wrong. He built for himself an efficient system of business mathematics upon the rule of three. He thought in percentages. He possessed originality of thought and action in business affairs, which won the admiration of his associates and frequently confused his adversaries. His manner was frank. His nervous nod and quick smile were kindly, an encouragement, in fact, to better acquaintance; his simplicity of character an inducement to prolong it. Without effort he made friends and seldom lost them. Had his associates been asked what they thought of the man they would have warmly praised him, but probably no two of them would have given the same reason for their opinion. One might have said his generosity; another his sound judgment; another his honesty. Probably none, and least of all those who knew him best, would assign the true reason. He was lovable; his faults were almost as attractive as his virtues. Mr. Nash married 2 Aug., 1869, Catherine Barbeau, of St. Marie, Quebec, who was has inspirer and trusted adviser until his death. The children of Mr. and Mrs. Nash are: Virginia (deceased), wife of Henry Cartan, of San Francisco, Cal.; Mary, wife of L. F. Crofoot, of Omaha; Adeline, wife of George W. Myers, of Dubuque, Ia.; Frederick A., Jr., (deceased); Louis C., of Omaha; Esther (deceased), and Frances.

BOOK, James Burgess, physician, financier, b. in Palermo, Canada, 7 Nov., 1843; d. in Detroit, Mich., 31 Jan., 1916, son of Jonathan Johnson and Hannah Priscilla (Smith) Book. Both his parents were of Holland descent. His father (1815-61) was an extensive and successful speculator in real estate and founded and laid out several towns in Halton County, Ont. His mother, a daughter of Absalom Smith, was a remarkable woman, whose moral and spiritual influence on her son was intense and lasting. Dr. Book began his education in the Milton County grammar school, and continued through the Milton (Ont.) high school and the Ingersoll (Ont.) College. In 1858 he entered the literary department of Toronto University, but at the end of his sophomore year he took up the medical course in the same institution. Before graduation, however, he went to Philadelphia, Pa., where he entered the Jefferson Medical College. Having received the degree of M.D. from this institution in March, 1865, he returned to Toronto, and completed the

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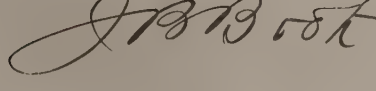

course which he had begun in the Toronto University, and received a medical degree there also. Some months later he began a private practice at Windsor, Ont., but presently decided to cross the river to Detroit, where he settled and continued his practice for a year. Dr. Book possessed a desire to attain to the highest step in his profession, and decided to take up a series of postgraduate studies in the centers of medical learning in Europe. In the fall of 1865 he sailed for England, and attended a full course of lectures at Guy's Hospital Medical School, in London, the oldest medical college in England, if not in the world. Having completed this course, he crossed over to Paris, and settled down to a year's attendance at the Ecole de Medicin. After this followed a three months' course in practical experience in the General Hospital at Vienna. He left there to go to Trieste, where the cholera plague was then raging, and studied this dreadful disease, with many interesting experiences, nursing and caring for hundreds of victims day and night, doing cleaning and other manual work, burying the dead and undergoing all of the hardships involved by the disease and the lack of assistance. The few physicians and others able to work were taken with the disease one by one, and finally a friend who had accompanied him from Vienna was taken ill, and died within a few hours. In 1867 Dr. Book returned to Detroit, and resumed his private practice, which he combined with his duties as professor of surgery and clinical surgery, at the old Michigan Medical College, having been appointed to the chair soon after his return. In this position he continued until the institution was consolidated with the Detroit Medical College, forming the Detroit College of Medicine, and after that continued to serve as professor of surgery. In 1872 he was appointed surgeon of St. Luke's Hospital, where he remained for four years, and after that he became attending surgeon at Harper Hospital, remaining until 1889. Meanwhile, however, in 1882, he became surgeon-in-chief of the Detroit, Lansing and Northern Railroad, where he continued for many years until his retirement from the profession. In 1886 he became medical director of the newly established Imperial Life Insurance Company of Detroit. Being keenly interested in home military organization, he was elected surgeon of the Independent Battalion of Detroit in 1881, and when that organization became a part of the Fourth Regiment of the State National Guard he continued as regimental surgeon. He retired from active professional practice in 1895. As a surgeon he stood eminently at the head of his profession. He was also a frequent contributor of articles and observations to the medical journals. Among those that attracted most attention may be mentioned "Nerve Stretching," the result of a series of experiments which he had conducted in what was then a new department in surgery; "Old Dislocations, with Cases and Results"; "The Influences of Syphilis and Other Diseases"; "Fever Following Internal Urethrotomy"; "Idiopathic Erysipelas"; "Malarial Neuralgia"; and "Inhalation in Diseases of the Air Passages." It was as a skillful and a daring operator that Dr. Book was especially noted. A striking illustration of his dexterity was furnished in 1882, when he performed an operation before the students and the faculty of the Michigan College of Medicine, which had never before been performed successfully in the West, nothing less than the removal of the Meckels ganglion. Always deeply interested in public affairs, Dr. Book was persuaded, in 1881, to become a candidate for the office of alderman and was elected by a substantial majority. But after serving a year he resigned, feeling convinced that he could be of greater service in matters nearer to his own profession. For this reason he was willing to accept the appointment of surgeon in the police department. Combined with his professional abilities Dr. Book was also possessed of that keen, practical judgment which is commonly called business ability. His many successful investments and other business interests became finally, in the early nineties so numerous and so intricate that he at last decided to devote his whole time to their management, though never abandoning his scientific interest in his profession. Dr. Book was a director in the First and Old Detroit National Bank, the Wayne County and Home Savings Bank, the Michigan Fire and Marine Insurance Company, the Anderson Carriage Company, and various other commercial enterprises. He was also a holder of considerable real estate in the city of Detroit. He also financed, or helped to finance, some of the first and largest automobile companies in the city, notably the Wayne Automobile Company, the E-M-F Company, later the Studebaker Automobile Company, and the Flanders Motor Car Company, later incorporated with the Maxwell Motor Car Company. At a very advanced age, Dr. Book showed no perceptive abatement of his physical vigor or intellectual energy. Though the details of his business undertakings had long ceased to involve the necessity of his personal attention, he gave them an undiminished interest. In his personality he was distinguished by amiable traits, which attracted many warm friends. He took a strong interest in helping individuals, especially young men, who indicated a desire to succeed in a worthy manner, and many were indebted to him for advice, influence, and timely co-operation. He was a member of the Detroit Country, Detroit Boat, and Bankers' Clubs of Detroit. He married 28 Aug., 1889, Clotilde, daughter of Francis Palms, a prominent capitalist of Detroit. He was survived by his widow and three children: James Burgess, Francis Palms, and Herbert Vivian Book.

HENRY, Horace Chapin, railroad contractor, b. in North Bennington, Vt., 6 Oct., 1844, son of Paul Mandell and Aurelia (Squier) Henry. His earliest American ancestor, John Henry, emigrated to this country from Coleraine, Ireland, in 1738, settling in Coleraine, Mass. He received his primary education in the public schools of his native town, and then continued his studies at Norwich University, Williams College, and Hobart College. When the Civil War broke out he was among the first to enlist at Brattleboro, Vt., serving in Company A, Fourteenth Vermont Volunteers. The company participated in the battles of Gettysburg, and upon the return to Vermont he was

made first lieutenant of Vermont militia. He then went to Minneapolis where he began his business career in the employ of the Hon. R. B. Langdon, then a large railroad contractor. Young Henry was by nature energetic, persevering, and ambitious, and soon became familiar with the details of road-building. His ability as a manager and his financial aptitude were soon recognized, and he was promoted gradually to the position of superintendent of construction. After serving ten years in this capacity, he engaged in business on his own account as general contractor for railroad construction. With his associates, he has built about 2,500 miles of railroads. He contracted and successfully built the railroad across the States of Washington and Idaho for the Pacific Coast extension of the Milwaukee and St. Paul Railroad, covering 500 miles on the main line and 250 miles on the branches. Mr. Henry is an indefatigable worker and possesses an unusual amount of energy and vitality combined with good judgment. In spite of all his strenuous activity and the many demands upon his attention, he is never too busy to stop and lend assistance to the needy. Among his contributions to worthy causes are $30,000 to the Anti-Tuberculosis Society of Washington; a hospital building at Firland; a beautiful chapel at the Highlands; and $5,000 to the G. A. R. veterans who desired to revisit the scene of the battle of Gettysburg in July, 1914. Mr. Henry built a concrete art gallery near his home in which he has one of the finest collections of paintings and books on the Pacific Coast. He was president of the Metropolitan Bank from 1909 to 1914; and of the Northern Life Insurance Company from 1906 to 1914; trustee of the First National Bank of Everett, and the National Bank of Commerce, Seattle, of which he was president from 1899 to 1906. He is a Scottish Rite, thirty-second degree Mason; member of the G. A. R. Stevens Post, Seattle, the Rainier, Seattle Golf, Seattle Athletic, Arctic, University, and Metropolitan Clubs. From 1910 to 1914 he served as president of the Anti-Tuberculosis League. He married 12 Dec., 1876, Susan Elizabeth Johnson, of Minneapolis, Minn.

Horace B. Henry

LONDON, Jack, author, b. in San Francisco, Cal., 12 Jan., 1876; d. at Glen Ellen, Cal., 22 Nov., 1916, son of John and Flora (Wellman) London, of New England ancestry His father was a soldier, scout, backwoodsman, and trapper, who crossed the continent from Pennsylvania to California. Jack London received his early education at the public schools of Oakland and helped to increase the family income by selling newspapers after school hours. Later he engaged in salmon-fishing, oyster-pirating, schooner-sailing, and other precarious and adventurous enterprises on San Francisco Bay. At the age of sixteen he shipped before the mast on a sailing-vessel, and in 1893 he made a voyage to Japan and went seal-hunting in the Behring Sea. In 1894 he tramped through the United States and Canada, leading the life of a "hobo" and gathering sociological data at first hand. These data formed the subject of many interesting sociological essays and furnished material for many of his stories of the underworld. When he had finished his wanderings he returned to Oakland, completed the first year's work at the high school there and passed the entrance examination to the State University. He was obliged to leave college before completing his freshman year, and in 1897 he went to the Klondike where he found a wealth of literary material that has found shape in some of his best works. In 1898 he returned to Oakland and in the following year his first magazine article appeared in the "Overland Monthly." He then devoted himself altogether to literature. In 1902 he lived for a time as a tramp in the slums of the east end of London, continuing the sociological studies in which he was intensely interested, and during the Russo-Japanese War he went to the front as war correspondent for the New York "Journal." At various other times he traveled extensively in out-of-the-way places, and lectured all over the United States on his travels and on sociological topics. His published works are chiefly books of adventure, marked by a strength, freshness, and originality of both subject and style, which set them apart from any other literature of the kind which is now being produced in America. They include: "The Son of the Wolf" (1900); "Tales of the Far North" (1900); "The God of His Fathers and Other Stories" (1901); "Daughter of the Snows" (1902); "The Cruise of the Dazzler" (1902); "The Children of the Frost" (1902); "The Call of the Wild" (1903); "The People of the Abyss" (1903); "The Kempton-Wace Letters" (co-author 1903); "The Sea-Wolf" (1904); "The Faith of Men" (1904); "The Fish Patrol" (1905); "Moon-Face" (1906); "White Fang" (1907); "Before Adam" (1907); "Love of Life" (1907); "The Iron Heel" (1907); "The Road" (1907); "Martin Eden" (1909); "Lost Face" (1909); "Revolution" (1909); "Burning Daylight" (1910); "Theft" (1910); "When God Laughs" (1910); "Adventure" (1911); "The Cruise of the Snark" (1911); "John Barleycorn" (1913); "The Valley of the Moon" (1914). Mr. London married twice: first 7 April, 1900, to Bessie Maddern, of Oakland, Cal.; second, 19 Nov., 1905, to Charmian Kittredge, of Chicago.

CARRERE, John Merven, architect, b. in Rio de Janeiro, Brazil; d. in New York City, 1 March, 1911, son of John Merven and Anna Louisa (Maxwell) Carrere. On his father's side he was descended from a French family which had settled in Baltimore; he was also connected with the Walshes, Calhouns, and Buchanans. His mother was a daughter of the founder of the house of Maxwell, Wright and

Company, of which his father became senior partner. He was educated in the schools of Brazil and Switzerland, and obtained his professional education in the Ecole des Beaux Arts, in Paris, where he studied successively under Victor Ruprich Robert, Charles Laisne, and Leon Ginain, and where he was graduated in 1882. After the completion of his studies he came to the United States and entered the office of McKim, Mead and White, in New York City, where for three years he remained in charge of important work. He then formed a partnership with Thomas Hastings, a fellow student whom he had met at the Ecole des Beaux Arts. The firm designed and erected many prominent public and private buildings in New York City and elsewhere, including

the picturesque Ponce de Leon and Alcazar Hotels in St. Augustine, Fla. To this firm was awarded, over numerous competitors, the new building for the New York Public Library —Astor, Lenox, and Tilden foundations. This noble building, which cost $8,000,000, exclusive of the site, is second only to the Library of Congress among edifices yet erected for library purposes. Carrere and Hastings also won the first prize for the fine building to be erected near the cathedral on Morningside Heights, for the National Academy of Design. Besides the work which the firm of Carrere and Hastings did jointly, Mr. Carrere held the following commissions and appointments: chairman of Board of Architects of Pan-American Exposition; in charge of the design of grounds and landscape features of the exposition; a member of the Group Plan Commission, having charge of the remodeling of a large section of the city of Cleveland, to establish a grouping of all the public monuments and buildings, with proper surroundings and parks; member of a similar commission to revise the plan of the city of Baltimore, Md., to design a civic center, with grouping of its public buildings and a system of avenues and parkways connecting the various points of interest in the city; member of a commission to report on a comprehensive plan for the city of Grand Rapids, Mich.; appointed by the city of Hartford, in association with Mr. Hastings, to advise and report concerning the development of the plan of that city; appointed in association with Mr. Hastings to make an extensive report for the entire remodeling of Atlantic City. He was the candidate of the profession for government architect under the administration of President Cleveland, but declined the appointment. Mr. Carrere was consulting architect in charge of the design of the Senate Office Building, Washington, D. C., and was appointed with Mr. Hastings as a consulting architect by a committee of the U. S. Senate and House of Representatives, to prepare a report on the extension of the U. S. Capitol. He was one of the founders, and was twice president of the Society of Beaux Arts Architects (composed of pupils of Ecole des Beaux Arts residing in this country), the object of which is to perpetuate the principles and standards of art taught at that institution. He was the first chairman of the Committee on Education of the Society of Beaux-Arts Architects which laid the foundation of the educational work of the society, which has led up through many years of success to the establishment of the Paris prize, and the complete remodeling of the courses of instruction in architecture in our various universities. He was several times a director of the American Institute of Architects of the New York chapter of which he was for two terms president. He was one of the founders and also a trustee of the Fine Arts Federation, comprising thirteen leading art societies of the city of New York, of which he likewise founded the Art Commission. He was a member of the Century Club of New York, and an academician in the National Academy of Design; he was also a member of the National Institute of Arts and Letters. He was a director and active member of the American Academy in Rome; and shortly before his death had been appointed special lecturer on architectural subjects at Harvard University. On the night of 12 Feb., 1911, Mr. Carrere was injured in an automobile accident, from which he died seventeen days later at the Presbyterian Hospital in New York. For an hour the body lay in state in the rotunda of the New York Public Library, which remains as one of the monuments of his genius. The funeral services were held in Trinity Chapel in West Twenty-fifth Street the same day, and were attended by eminent representatives of the various artistic and educational societies to which Mr. Carrere had belonged. The burial was at Silver Mount, S. I. In 1886 Mr. Carrere married Marion, daughter of Col. Charles Dell, of Jacksonville, Fla. Two daughters were born of this union: Anna M. and Marion Dell Carrere. Outside of Mr. Carrere's strictly professional pursuits, he was always ready to give his time and energy to any public cause, especially one connected with the furtherance of art. He was a man of energy and conviction, far-seeing, independent, and strong of purpose. For a quarter of a century he had been of great and

well-recognized service, and he was still a young man. His brilliant career was cut short, but his fame will be enduring.

SHERMAN, James Schoolcraft, vice-president of the United States, b. in Utica, N. Y., 24 Oct., 1855; d. there 30 Oct., 1912, son of Gen. Richard U. and Mary Frances (Sherman) Sherman. His father, Richard U. Sherman, established the Utica "Morning Herald" and later was a Washington correspondent for New York newspapers. James S. Sherman was educated at private schools and Hamilton College, where he was graduated A.B. in 1878. He at once engaged in the study of law, and two years later was admitted to the bar, when he became a member of the firm of Cockinham and Martin. He immediately entered politics and was soon recognized as a leader in the local Republican organization. In 1884, when only twenty-nine years of age, he was elected mayor of Utica, in which city he spent practically his whole life. In 1895 he first became prominent as a State figure in Republican politics, then acting as chairman of the State Convention at Saratoga. Prior to that time he had served several terms as a member of Congress from his home district, having been elected in 1886 upon the completion of his term of office as mayor of Utica. He served successive terms in Congress from 1887 to 1891, when he was defeated for re-election, only to be returned to Washington again in 1893. From that time until his nomination for the vice-presidency, he continued in office as Congressman without a single defeat. At the time of his nomination as running mate to President Taft, on the Republican ticket, he was chairman of the House Committee on Indian Affairs. The office of general appraiser of the Port of New York was tendered to Mr. Sherman by President McKinley in 1899, but a mass-meeting of his fellow citizens of Utica was called to protest against his acceptance, and he decided to decline after his nomination had been confirmed. On three occasions he was called upon to preside at Republican State conventions, and acted as chairman in 1895, 1900, and 1908. Prior to the convention in 1908, he had been so seriously ill that his life had been despaired of, but he insisted upon taking the chair and conducting the proceedings of the convention. He was a skilled parliamentarian, suave, and tactful. His sobriquet of "Sunny Jim" sprang from the optimistic attitude he always maintained upon political questions and because of the geniality with which he uniformly accosted friends and opponents alike. Mr. Sherman began to preside over the Senate about the time when what is popularly known as senatorial dignity was relaxing its severity. In the chair, Mr. Sherman was fair in his rulings, quiet, firm, and seldom reversed an appeal. He regarded his time presiding over the Senate as a day's business, to be attended to as if he were sitting in his bank in Utica or at the directors' table of one of the many enterprises in which he had found a fortune and laid the foundations of another for his sons. Taxed beyond his strength by the long session of Congress and tied to his place in the Senate, by the failure of that body to chose a president pro tem., he returned to his home in June a very sick man. He had always found new vigor in the mountains, and he went to Big Moose intending to remain there two or three weeks. But he experienced a distressing weakness of the heart on the second day, and it was with difficulty that he was brought from the woods to his home. Mr. Sherman received the degree of LL.B. at Hamilton College in 1880, and that of LL.D. at the same institution in 1903. He was a member of the Metropolitan Club of Washington, the Fort Schuyler Club of Utica, and the Union League, Republican, and Transportation Clubs of New York. He was also enrolled in the Royal Arcanum and the Elks. In 1881 Mr. Sherman married Miss Carrie Babcock, of East Orange, N. J., granddaughter of Col. Eliakim Sherrill, a noted Whig leader in New York in the days of Henry Clay.

HARRIS, Norman Wait, banker and philanthropist, b. in Becket, Berkshire County, Mass., 15 Aug., 1846; d. at Wadsworth Hall, Lake Geneva, Wis., 15 July, 1916, son of Nathan Wait and Charity Emeline (Wadsworth) Harris. His earliest paternal American ancestors were Thomas Harris and his wife Elizabeth, who came from England in 1630 and settled in Charlestown, Mass. The line of descent is then traced through their son, Thomas and Martha (Lake) Harris; their son, Ebenezer and Christobel (Crary) Harris; their son, Nathan and Suzanna (Rude) Harris; their son, Daniel and Lucy (Fox) Harris; and their son, Nathan and Hulda (Brega) Harris, who were the parents of Norman Wait Harris. He was educated in the public schools of Becket and Westfield, the Westfield Academy, and the Rochester (New York) Business College. He began his business career as solicitor for the Equitable Life Assurance Society, becoming its general agent at Cincinnati in 1866; but later, in the same year, at twenty years of age, he organized the Union Central Life Insurance Company, of which he was secretary and general manager during the next thirteen years. During his administration of the company's affairs he earned a wide reputation for financial ability, even taking advantage of the panic of 1873 to increase the surplus profits by a sum nearly equal to the total capital of the institution within a few weeks. He resigned in 1880 on account of poor health, and spent the following year in Europe. At that time the Union Central was the second largest insurance company in the West, but by 1911 its assets exceeded $25,000,000. Mr. Harris returned to the United States in 1881 and established the banking-house of N. W. Harris and Company, which soon became one of the leading bond firms in the United States, making a specialty of government, State, and municipal securities and other high-grade investments. He served as the head of this institution until 1907, and his operations extended throughout the country, with branch houses in New York and Boston, and annual sales of bonds amounting to $45,000,000. In the latter year he established the Harris Trust and Savings Bank of Chicago, of which he served as president until 1913, since which time, until the day of his decease, he was the chairman of its board of directors. Mr. Harris was also chairman of the board of directors of the Michigan State Telephone Com-

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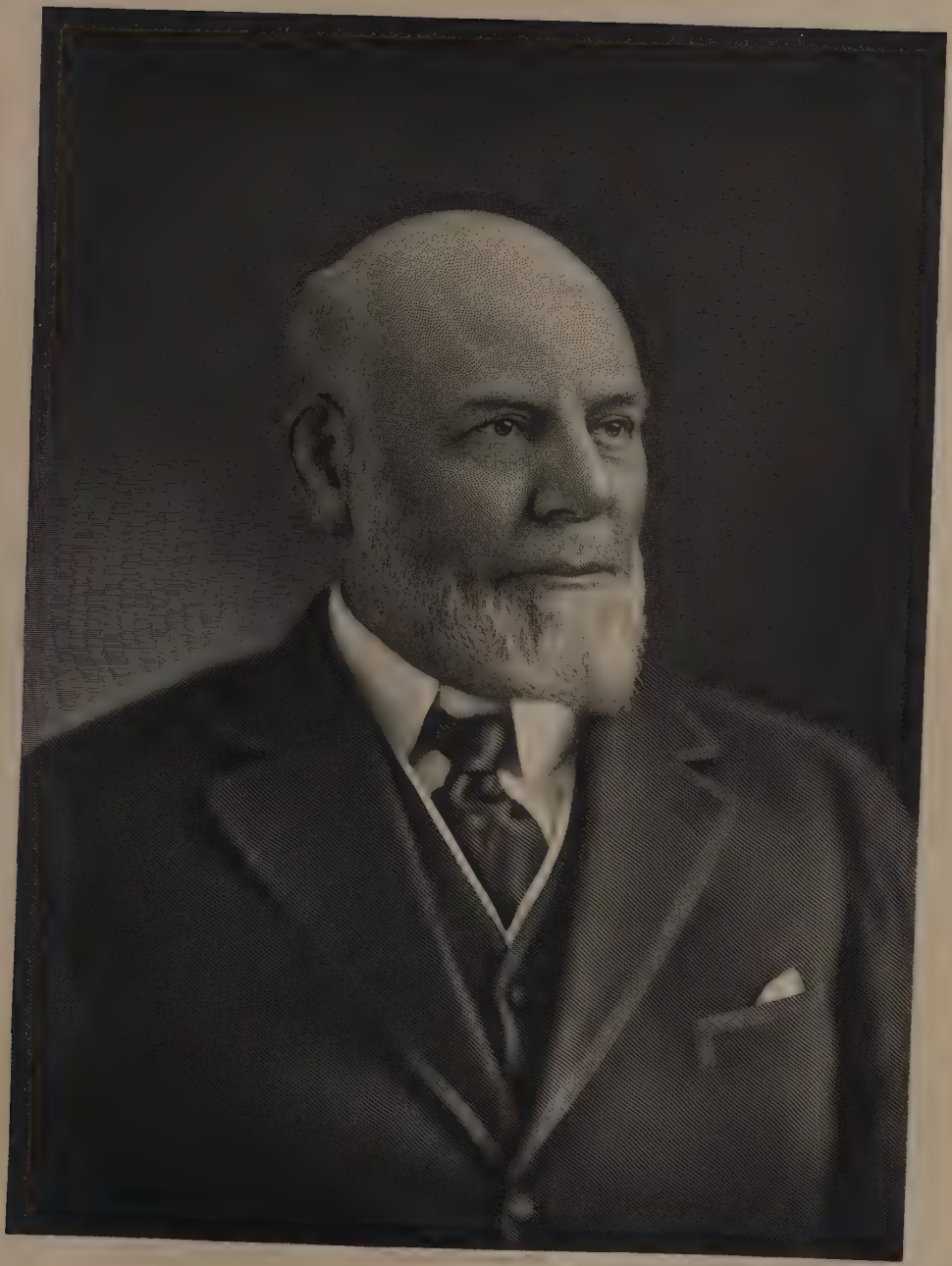
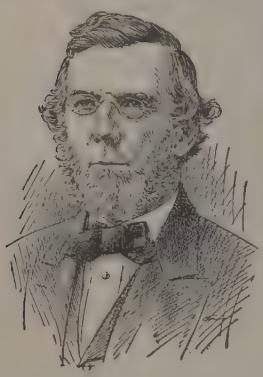


pany, and a director of various other corporations, but the great significance of his business career lies in its intimate connection with the change in the West from a simple producer of certain commercial articles, principally foods, to the possession of capital in its more liquid form, the change from the mere selling of goods, and receiving money therefore, to the accumulation of wealth, which expressed itself in the form of securities. This process assimilated the western country with the older civilizations, and has made it one with New York and London in the handling of financial affairs. Mr. Harris was more a part of this, and more a maker of it, than any other citizen of Chicago (and possibly of the Middle West), for he cultivated in all these thirty-four years more than any other one person the thought of placing savings in solid securities. He was an indefatigable worker, a remarkable genius in the handling of money, and possessed a financial foresight almost prophetic. But the great impress of his life upon the financial and commercial development of our country has been through his integrity and high business principles. He inaugurated the "principle that a vendor of securities should be in a sense a trustee of the purchaser"—he and his firm always standing behind every security which they placed on the market; and he stood throughout his life for the highest standards in every field of his activities. Mr. Harris was also an influential man outside of financial circles, and his advice was sought by various institutions. For twenty-six (1890-1916) years he was a trustee of Northwestern University, and for long periods he was president of the Chicago Training School for Home and Foreign Missions, a member of the International Committee of the Y. M. C. A. of America, vice-president of the board of trustees of the Chicago Y. M. C. A., governing member of the Art Institute of Chicago, treasurer of the Northwestern University Settlement, and trustee of the Wesley Memorial Hospital, St. James' Church of Chicago, and the Methodist Deaconess Orphanage of Lake Bluff, Ill. He has been active always in benevolent and charitable enterprises, and generous in his contributions. He took particular interest in the training of nurses to work among the poor and unfortunate, and in the preparation of missionaries for work in home and foreign lands. In 1895 he donated one-quarter of an entire square of land in Chicago to the Chicago Training School, and later erected a chapel and another building containing 143 rooms. This school has sent over 500 trained workers into the field. Mr. Harris was a public-spirited citizen, taking an active interest in every worthy movement for the development of the United States, of Chicago, and the Middle West, and of his native town. He gave $10,000 annually to assist in the education of needy boys and girls of Becket Township, where he was born. He created and endowed with $250,000, a public school extension plant at the Field Museum of Natural History, which brings the treasures of the museum into the public schools of Chicago for instructional purposes. He gave Northwestern University $250,000 for a political science and history building dedicated to good government, responsible citizenship, and social service, and he has contributed a $500,000 trust fund to aid the various public, charitable, and benevolent institutions of Chicago and vicinity, while he has been for many years a generous supporter of the Y. M. C. A., giving $50,000 to the Y. M. C. A. Hotel, Chicago, and many other public philanthropies. Mr. Harris was a man whose sagacious eyes weighed things, and as a banker he always encouraged such industries as ought to live. He did not sell bonds on commission, but bought bonds and then sold bonds which were his own; and such was the scrutiny he gave them in the buying process that only once in the lifetime of his banking-house had there been a suit at law and then the suit failed. He was minute in his investigation. Nothing escaped that steady look. He was thoroughness grown massive. He believed thoroughly in the church and its agencies and was among the foremost helpers of the deaconess movement in America. He believed in education and fostered it generously. He wanted black and white alike to have an American chance and helped that right plan on by his beneficence. Mr. Harris was fond of travel, having visited Europe five times, and making extensive tours in Africa and other parts of the world. His favorite recreations were automobiling and golf. He was a member of the Lawyers', the Metropolitan, and the Sleepy Hollow Clubs of New York; of the Union League, the Chicago, the Midday, and the South Shore Country Clubs of Chicago and vicinity; of the Des Moines City Club and of the Lake Geneva Country Club. Mr. Harris was married thrice: (1) 1 Jan., 1867, to Jacyntha, daughter of Anderson Wood Vallandingham and Sarah Dryden Vallandingham, of Cincinnati, Ohio, and Louisville, Ky. They had two children: Albert Wadsworth Harris, now president of the Harris Trust and Savings Bank of Chicago, and Norman Dwight Harris, now professor of diplomacy in Northwestern University. (2) 28 Jan., 1875, to Clara, daughter of John Cochnower, of Cincinnati, a banker. (3) 21 April, 1879, to Emma S., daughter of Dr. J. G. Gale, of Newton, N. H., and great-great-granddaughter of Josiah Bartlett, sometime governor of that State. Of this third marriage, three children were born: Pearl Emma, wife of M. H. MacLean, of Chicago; Hayden Bartlett Harris, of New York; and Stanley Gale Harris, of Chicago. Mr. Harris left two brothers: Dr. Dwight James Harris, of Evanston, Ill., and Flavel Watson Harris, of Jesup, Ia., and one sister, Miss Martha Emeline Harris, of Evanston, Ill.

NICOLS, John, merchant, b. in Harwood, Caroline County, Md., 16 Dec., 1812; d. in St. Paul, Minn., 29 July, 1873, son of Henry (1765-1831) and Elizabeth Downes (Sellers) Nicols. The Nicols family of Maryland was founded by the Rev. Henry Nicols, a clergyman of the Church of England, and a graduate and fellow of Jesus College, Oxford. He was sent to America by the Society for the Propagation of the Gospel in Foreign Posts in 1703, and settled in Maryland on the eastern shore, where he was rector of Christ Church in the town of St. Michaels, for forty years, dying there in 1748. Here his descendants have

lived for 200 years. From this ancestor the line of descent is as follows: Rev. Henry Nicols and his wife, Elizabeth Getchell; Charles Nicols and his wife, Mary Smith; Henry Nicols and his wife, Elizabeth Downes Sellers; Charles Nicols, son of Rev. Henry Nicols and grandfather of John Nicols, was a member of the Maryland general assembly. His son, Henry Nicols (1765-1831), was a "gentleman farmer," as the term is understood in Maryland, living on and superintending his estate which was of considerable extent. John Nicols grew to manhood on the ancestral estate of which he became the superintendent on attaining maturity. From early youth he was looked upon as a notable man in his part of the State. He was three times elected a member of the house of delegates (legislature) of the State of Maryland, serving his first term in 1831, at the age of twenty-four. On 23 June, 1846, he was commissioned colonel of the Nineteenth Maryland Militia, a regiment of volunteers, which he raised for service in the Mexican War. Before being mustered into service, however, the war came to a close, and the patriotic young colonel never saw active service. Another striking illustration of Mr. Nicols' great ambition to further his country's welfare and his unusual independence of thought lay in his attitude toward the question of slavery. Although inheriting an extensive slave estate he was, in marked contrast with the most of his neighbors, strongly opposed to slavery, and in 1847, in practical application of his theory that no human being should be master of another, gave full freedom to all his slaves who had attained their majority. Even after he had left the State he returned from time to time to free others as they became of age, until all had been manumitted. Nor did his kindly interest in the helpless creatures who had come to him as a legacy cease with the granting of their freedom, for he continued to watch over and assist them throughout his life. In 1847 Mr. Nicols removed to Pittsburgh, Pa., where he entered mercantile life, and, with the exception of a few months spent in Baltimore, continued to be a resident of that city until 1855, when in search of health he removed with his family to St. Paul, Minn. There he engaged in the hardware business and forming a partnership with Capt. Peter Berkey, bought out the house of William R. Marshall and Company, and continued the business under the name of Nicols and Berkey. Later the firm became Nicols and Dean, and at the time of Mr. Nicols' death was known as Nicols, Dean and Gregg, bearing reputation as one of the strongest wholesale houses in the West. Not only was Mr. Nicols prominent in all business and other enterprises tending to build up the city of St. Paul, but he filled a number of important civic offices. For many years he served on the board of regents of the Minnesota State University, and it is to his business ability and financial skill that the State is largely indebted for the sound financial standing of her university. At one time that institution became practically bankrupt, and a commission consisting of John Pillsbury, O. C. Merriam, and John Nicols was appointed with very large powers. As treasurer of this small board, Mr. Nicols managed the work of saving the university and continued a member of the board of regents until his death. He served several terms as State senator in the Minnesota legislature. For a time, also, he acted as county commissioner of Ramsey County. In politics Mr. Nicols was an old-line Whig, until the Civil War made him a Republican and a most uncompromising Union sympathizer. He was from early life a member of the Methodist Episcopal Church, and the respect and esteem in which he was held by the Church was shown by his election as one of the first two lay delegates sent by Minnesota to the general conference. It was largely to his generosity and enterprise that the Methodists of St. Paul are indebted for their first church edifice. He was a generous contributor to churches of all denominations and to charities of every description, and was one of the founders of Hamline University. Mr. Nicols married first, 10 Feb., 1835, Caroline Meeker, who died 4 July, 1845; second, 17 Oct., 1848, Sarah Ross, who died 26 Sept., 1902. He was the father of ten children, three of whom died in infancy. The others were: William H. Nicols, John Ross Nicols, and Henry Nicols, all of whom are deceased; Mary Catherine, wife of William B. Dean, of St. Paul; Caroline Meeker, wife of Horace Caruthers, of St. Augustine, Fla.; Sarah, wife of Dr. S. G. Smith, of St. Paul; and Emma, wife of Hugh L. Pilkington, U. S. N.



SIMONDS, William Edward, educator, b. in Peabody, Mass., 10 Sept., 1860, son of Edward and Mary Ann (Chase) Simonds. He spent his youth in his native town, and attended the Peabody high school. Later he entered Phillips Academy, Andover, Mass., and in 1883 was graduated at Brown University. His first experience in the field of pedagogy was as an instructor in the Providence (R. I.) high school, where he taught during the years 1883-85. He then went to Germany, for the purpose of completing his educational equipment, and enrolled as a student at the universities of Berlin and of Strasburg, receiving the degree of Doctor of Philosophy from the latter institution in 1888. Upon his return to the United States he accepted the position of instructor in German in Cornell University, from which position he resigned, in 1889, to take the chair of English Literature at Knox College, Galesburg, Ill., a position which he still retains. He has also acted as instructor during several summer sessions at the University of Illinois, and has served in the same capacity in the Ohio State University. During the years 1914-15 he was visiting lecturer at Harvard University. In addition to conducting his classes at Knox, Dr. Simonds has produced, as the result of exhaustive study of the whole field of English literature, many

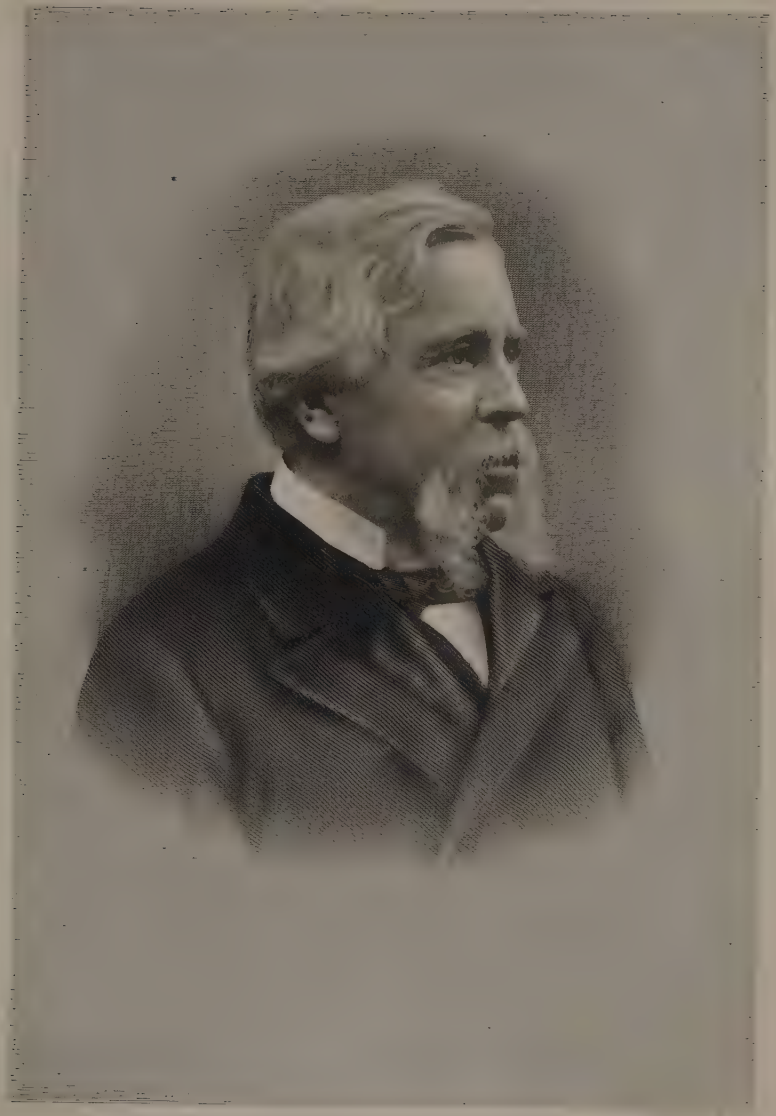
works of a critical and educational nature. His "Sir Thomas Wyatt and His Poems," published the first year of his connection with Knox College, was the first of an interesting and authoritative series of books written and edited for student use. In 1894 he published his "Introduction to the Study of English Fiction," which for comprehensive, concise, and entertaining treatment of that fascinating theme has no rival among works on that subject. This he followed with his "Student's History of English Literature," published in 1902. The excellence of this book is evidenced by the fact that it has been widely adopted as a text-book in the schools and colleges of the country, and the same may be said of his "Student's History of American Literature," published in 1909. He is also the editor, and has prepared for school use, the following classics: De Quincey's "Revolt of the Tartars" (1898); Sir Walter Scott's "Ivanhoe" (1901); Mrs. Gaskell's "Cranford" (1906); Scott's "Quentin Durward" (1909); Washington's "Farewell Address," and Daniel Webster's "Bunker Hill Oration," both of which were published in 1911. The honorary degree of Doctor of Literature was conferred on him by Brown University in 1911. As a teacher, Dr. Simonds is thorough, earnest, enthusiastic, and approachable. He has a remarkable gift of planning his work and imparting his own scholarly knowledge. As a writer he has the rare gift of combining entertainment with instruction. His research work is done with the greatest pains, and while the pages of his books are never dull his statements are accurate and his conclusions justified by the best authorities. Dr. Simonds married, in Chicago, Ill., 22 June, 1898, Katherine Courtright, daughter of the Rev. Calvin W. Courtright, a noted Presbyterian minister and home missionary, of Oakland, Cal. They have three daughters: Marjorie, Katherine, and Eleanor Simonds.

GRIGGS, Chauncey Wright, b. in Tolland, Conn., 31 Dec., 1832; d. in ....., son of Chauncey and Hearty (Dimock) Griggs, both natives of Coventry County, Mass. On both sides of the family he was descended from sterling New England ancestors. His early education was obtained in the common schools of Tolland, supplemented later by a course in the Tolland Academy. In 1856 he went West, settling in St. Paul, Minn. Here he found the greatest opportunity for the exercise of his remarkable talents for business, and after engaging for a time in the grocery business, took up real estate and soon came into prominence as one of St. Paul's largest holders and dealers in realty. He also acted as a government contractor and dealer in coal and wood. At the outbreak of the Civil War, Colonel Griggs enlisted in the Third Minnesota Volunteer Infantry, organized October, 1861, as a private, but was soon made captain of Company B. He was soon conspicuous for brilliant conduct in the service, and on 1 May, 1862, was commissioned major; 29 May, 1862, he was made lieutenant-colonel, and on 2 Dec., 1862, was commissioned colonel, this elevation following an unusual incident in war history. The first colonel of the regiment, Col. Henry C. Lester, of Winona, Minn., surrendered the regiment at Murfreesborough, Tenn., against the general wish of the soldiers and contrary to the votes and earnest protest of the officers, among them Colonel Griggs, at that time lieutenant-colonel. Colonel Lester was dismissed from the service and Colonel Griggs became the regiment's new commander. In 1863 Colonel Griggs' health had become so impaired that he was obliged to leave the army and was honorably discharged. From 1863 to 1870 he engaged in the manufacture of brick, residing at Chaska, Carver County, Minn. In 1870 he established in St. Paul the firm of Griggs and Foster, dealers in wood and coal. From the first Colonel Griggs' business and other activities were extended and various. He was a director of the First and Second National Banks of St. Paul; president and vice-president of the St. Paul National Bank, and of the Lehigh Coal and Iron Company. He was one of the founders of Yanz, Griggs and Howes, from which firm developed the great wholesale grocery house of Griggs, Cooper and Company of St. Paul, one of the most important enterprises of the kind in the State. He was also an officer of the Beaver Dam Lumber Company of Cumberland, Wis. As one of the first citizens of his State, Colonel Griggs was interested in both local and State government, and his advice was much sought in political matters. He served as alderman of the city of St. Paul from 1878 to 1882; was State senator from Carver County during the years 1867-69; was a member of the House of Representatives, 1881-82; State senator from St. Paul in 1883-86; and a member of the board of water commissioners for three terms. Colonel Griggs had a bold and adventurous nature, and in 1888 still retained the pioneer spirit that in youth had prompted him to leave New England to seek fortune in the West, and the physical and moral courage which had made him one of the best officers in the army. Accordingly, at that date he visited the Pacific Coast and made a thorough investigation of the timber tracts in the neighborhood of Mt. Tacoma, in the State of Washington. As the result of his trip he determined to leave St. Paul, and take up his residence in Tacoma, where he lived until his death, a period of over twenty years. Soon after his arrival in Tacoma, in association with Hon. A. G. Foster, later U. S. Senator from Minnesota, his old business partner in St. Paul; Henry S. Hewitt, Jr., George Brown, and others, he bought 100,000 acres of timber land in the neighborhood of Tacoma and organized the St. Paul and Tacoma Lumber Company, an enterprise which in time became one of the largest concerns of the kind in the entire country. Colonel Griggs was one of the most prominent and influential men of St. Paul. Possessing great executive force, native shrewdness, and keen powers of discrimination, he was one of the dominant factors in the upbuilding of that city. A devoted Christian, he was a life-long member of the Congregationalist Church and a liberal supporter thereof, and was trustee of Plymouth Congregational Church, St. Paul, for many years. Politically he was a Democrat from principle, but an independent when it came to his personal vote. Illustrative of his independence of party or other restrictions was

his support of President McKinley against Hon. W. J. Bryan in the campaign of 1896. He was a Mason and was high in the councils of that fraternity. In 1859 Colonel Griggs married Martha Ann Gallup, daughter of Christopher Milton Gallup, of Ledyard, Conn. There were six children: Chauncey Milton Griggs, head of Griggs, Cooper and Company; Herbert Stanton Griggs, lawyer, of Tacoma, Wash.; Everett Gallup Griggs, president of the St. Paul and Tacoma Lumber Company, Tacoma and Pacific Coast Lumber Company; Mrs. Henry Dimock; Theodore Griggs, secretary of Griggs, Cooper and Company, St. Paul; and Anna Billings Griggs, now Mrs. Benjamin Trowbridge Tilton, of New York City. Chauncey Milton Griggs, eldest son of Colonel Griggs, is one of St. Paul's foremost men. A graduate of Yale College, he became a partner in the firm of Griggs, Cooper and Company, in 1889, and it is largely due to his resourceful management that the house has reached its present expansion, the various departments of which occupy three separate buildings, six stories high. Sixty traveling representatives are employed and the trade of the house in a general line of groceries and cigars amounts to over $5,000,000 annually. Altogether the business has been developed to mammoth proportions and is one of the salient features of St. Paul's commercial activity and prosperity.

WARREN, Samuel Dennis, manufacturer and capitalist, b. at Grafton, Mass., 13 Sept., 1817; d. at Boston, Mass., 11 May, 1888; son of John Warren and his second wife, Susanna Grout. His first paternal American ancestor was John Warren (1622-1703) who came to this country from Nayland, Suffolk County, England, and settled in Watertown, Mass., 1630-1635. He married Michal Jenison (1640-1713), and their son John (1678-1726) married Abigail Hastings (1679-1710); their son Samuel (1704-1775) married Tabitha Stone (*circa* 1702-1765); their son Joseph (1745-1808) married Lois Lyon (1746-1816) and they were the grandparents of Samuel Dennis Warren. Joseph Warren marched with the Grafton men to Lexington, but arrived too late to engage in the firing upon that historic field. Samuel Dennis Warren attended the Quaker school at Bolton, Mass., and for a short time studied at Amherst College. In 1832, when fifteen years of age, he entered the office of Grant, Daniell and Co., paper-dealers of Boston. This business was on a commission basis until, in 1854, Mr. Warren purchased the Cumberland Mills at Portland, Me., the business of which has since greatly developed in the manufacture of book and magazine paper. In 1866 he purchased the Copsecook Mills at Gardiner, Me., and in 1874 the Forest Paper Co. mills at Yarmouthville, Me. Mr. Warren married, 13 Sept., 1847, Susan Cornelia, daughter of Rev. Dorus Clarke, D.D., of Boston. Mrs. Warren formed a large collection of paintings, including the works of English, Dutch and French artists, especially those of the Barbizon school. Their children were Josiah Fiske, Samuel Dennis, Henry Clarke, Cornelia Lyman, Edward Perry, and Fiske Warren.

CROSSETT, Edward Savage, lumberman, b. in West Plattsburg, N. Y., 4 Feb., 1828; d. in Davenport, Ia., 13 Dec., 1910, son of John Savage and Polly (Gregory) Crossett. His earliest American ancestor, Archibald Crossett, a native of Scotland, located at Worcester, Mass., in 1716, and was a surveyor in Pelham, Mass., from 1754 to 1767. The line of descent is traced from him through his son Jacob and his wife, Fanny Savage, grandparents of Edward S. Crossett. Jacob Crossett served with distinction in the Revolutary War, and his son John Savage Cross participated actively in the War of 1. Edward S. Crossett was educated in the pulic schools of his native town and at the Troy (N. Y.) Academy, and then obtained employment in the printing-office of Bardwell and Kneeland, in Troy. This position he relinquished on account of failing health, but later became a clerk in a shoe store at a salary of $2 50 a month and board. At the age of eighteen, he removed to Schroon Lake, N. Y., where he became clerk in the village store, which, in partnership with his brother, he purchased two years later. It was here that he first became interested in the lumber business, and began trading in pine and spruce lumber in small quantities. The opportunities offered at that time in the rapidly developing Western States attracted his attention, and in 1850 he transferred his business interests to his brother, and started for La Crosse, Wis., making the trip by way of Cincinnati to St. Louis by steamer, and thence by boat to St. Paul. The next few years of his life were trying ones. There were successes followed by reverses, but Mr. Crossett was not discouraged. In the fall of 1853, he removed to Black River Falls, Wis., where he opened a supply store for lumbermen. His experience as a merchant at Schroon Lake, N. Y., served him well in his new enterprise, and almost from the beginning his success was conspicuous. In 1856 he associated himself with W. T. Price, and they opened a supply store in Black River Falls, Wis. At that time the lumber business was in its infancy, and the problem of transportation had not begun to be solved. The freshet of the following year swept the firm's logs down the river and out of reach; as a result they were compelled to suspend operations and go into bankruptcy. With characteristic energy and perseverance he opened a new supply store in 1859, but this was soon after destroyed by fire. Still undeterred by this new mishap, Mr. Crossett gathered up the equivalent of some bills due to him, in the form of lumber and hewn timber, and disposed of it in nearby towns, but was obliged to take in payment "stump tail currency," which depreciated largely before he could dispose of it. In 1861 he was employed with J. E. Lindsay and J. B. Phelps, pioneer lumbermen, and with other concerns, and then assumed charge of the lumber yards of Isaac Spaulding, in St. Louis, Mo. After several years spent in the employ of Mr. Spaulding, he again engaged in business on his own account in 1870, purchasing parcels of timber land whenever available, scaled logs, and estimated timber. In 1875 he removed to Davenport, Ia., where he became a member of the firm of Renwick, Shaw and Crossett, with a mill at that place. In 1882 he made his first investment in yellow pine, as one of the organizers of the Lindsay Land and Lumber



S. D. Warren

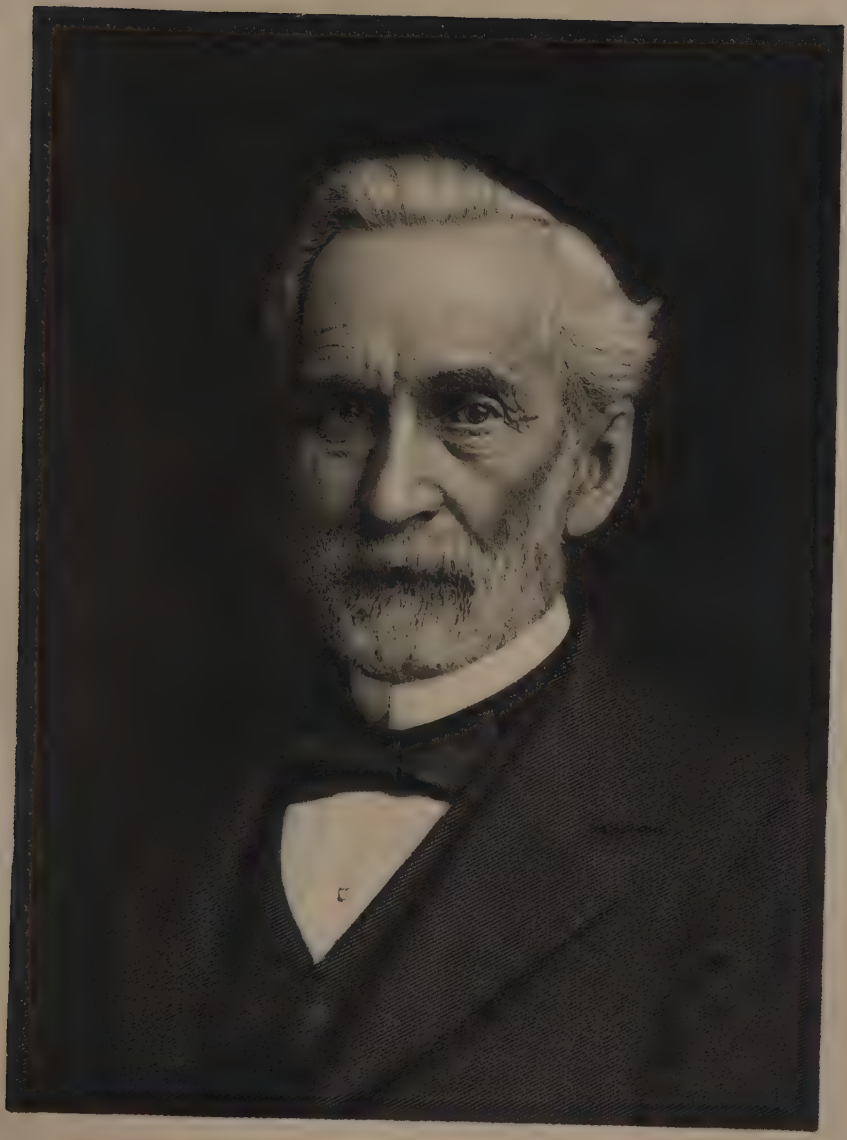
Company. Two years later the firm of Renwick, Shaw and Crossett purchased a sawmill and pine lands in Cloquet, Minn. Being convinced by personal inspection of the great possibilities in yellow pine, he sold his interest in the firm of Renwick, Shaw and Crossett, in 1886, to Mr. Shaw, taking in payment 10,000 acres of Arkansas land covered with yellow pine. His friends were confident that he had made a serious mistake in acquiring Arkansas property, but the soundness of his judgment was speedily demonstrated. Later he became extensively interested in other companies operating in Southeastern Arkansas, among them the Eagle Lumber Company of Eagle Mills, Ark., and the Gates Lumber Company of Wilmar, Ark. In company with C. W. Gates and Dr. J. W. Watzek, he purchased, in 1892, the Fordyce Lumber Company of Fordyce, Ark., of which he was president up to the time of his death. Mr. Crossett always believed that the profits accruing from any enterprise should be divided, in some equitable way, among those producing them, and was a pioneer in the enlightened policy of co-operation and profit-sharing. In 1899 was organized the Crossett Lumber Company of Crossett, Ark., named for him by his associates because of their high regard for his rare executive talents. In this new co-operative organization Messrs. Crossett, Watzek, and Gates retained three-fourths of the stock, and deserving employees were given the remainder. After eight years of actual operation, this town has come from the virgin forest to be a thriving place of more than 3,000 inhabitants, with a public school, churches, hospital, and numerous public improvements. A club house and swimming pool, costing more than $20,000, were donated to the boys and men of the town by Mr. Crossett several years before his death. In 1906 he organized the Crossett Timber Company of Davenport, Ia., for investment in the Pacific Northwest, retaining the controlling interest through his son, Edward Clark Crossett, who was chosen president. He was also an influential member of the Jackson Lumber Company of Lockhart, Ala. Mr. Crossett was a keen, intelligent observer, and one of the most broad-brained lumber pioneers of the West. Beginning life with slender means, by tireless energy he won a high name in the list of America's captains of industry. He combined with an extraordinary shrewdness and uncommon commercial genius, a perfect integrity of character, a high standard of honesty, and an unfailing kindliness of heart. His innate modesty and retiring disposition kept him from occupying the high position in public life for which he was so well qualified, although he consented to serve as postmaster at Black River Falls, Wis., in 1854-56. He was a man of powerful physique and dynamic force, which, combined with his courtly, old-school manners, attracted and held a wide friendship among men of prominence and standing throughout the West. All worthy benevolent undertakings won his generous co-operation, while public enterprises for the advancement of his city and State enlisted his earnest support. His hobby was to encourage co-operation between capital and labor, and he was for many years a member of the Welfare Department of the National Civic Federation. He maintained that a man should dispose of his property and provide for his family during his lifetime, and in his early seventies he organized the Crossett Land and Investment Company, a holding for the greater part of his property, and gave his wife and son equal shares with himself. Religiously, Mr. Crossett was a Baptist, but in his later years was a regular attendant of the Methodist Church. He contributed liberally to the building of the St. John's Methodist Episcopal Church in Davenport, Ia. His proposition to give $50,000 to a Y. M. C. A. building, in Davenport, Ia., providing the citizens would contribute an equal amount, was the means of securing for his home city one of the best-equipped structures in the Middle West. Mr. Crossett was a Mason and a member of many social and fraternal organizations. On 1 Oct., 1873, he married Harmony, daughter of Hiram Clark, of Pittsfield, Mass. They had one son, Edward Clark Crossett. On 2 Jan., 1909, he married Elisabeth Ashley, daughter of James A. Rankin, of Chicago. They have two daughters, Elisabeth Ashley and Ruth Rankin.

AMES, Edwin Gardner, lumberman, b. in East Machias, Me., 2 July, 1856, son of John Keller and Sarah (Sanborn) Ames, both of New England Colonial stock. His paternal ancestors had been seafaring men, in those days when Maine was the home of the greater part of that mercantile marine second to none in the world, which brought the American flag into every port of the five seas. Mr. Ames' father, however, became engaged in the lumber business and was one of the most successful operators in Maine. Mr. Ames' early education was obtained in the public schools of his native town, then continued in the high school of Providence, R. I., where he graduated in 1875. But by this time he had acquired first-hand knowledge of the lumber business. When he had finished his studies it was quite natural that he should enter that line of occupation, so he accepted a position with Pope Bros., in Machias, lumber dealers. In 1879 he went out to San Francisco, where he entered the employ of Pope and Talbot, one of the largest firms engaged in the lumber business on the Pacific Coast. Two years later he was offered an excellent position by the Puget Mill Company, of Port Gamble, Wash., which he immediately accepted. Here his advancement was rapid; within a few years he had risen to the position of general manager of the company, with headquarters in its general offices in Seattle. This position he still occupies and under his

E Ames

management the company has become one of the biggest factors in the lumber business on the Pacific Coast. Within recent years Mr. Ames' business interests have broadened and he has become connected with several Seattle banks. He is a director and vice-president of the Seattle National Bank, a director of the Metropolitan Bank of Seattle, a trustee of the Washington Savings and Loan Association, and for many years he was president of the Pacific Lumber Inspection Bureau, as well as a director of the Pacific Coast Lumber Manufacturers' Association. For a period of ten years he has served as county commissioner of Kitsap County; aside from this office he has never aspired to political preferment. By sympathy he is a Republican, but he has never entered into the inner councils of the party, being satisfied to confine his political activities to doing his duty as a citizen at the polls. He is a thirty-third degree Mason, a Knight Templar, a member of the Scottish Rite, and a Shriner. He is also a member of the Rainier, the Golf, the Commercial, the Metropolitan, the Athletic, and the Arctic Clubs, all of Seattle, and of the Union Club of Tacoma. On 17 Oct., 1888, Mr. Ames married Maud Walker, daughter of William Walker, of Seattle and Port Gamble.

BOK, Edward William, editor, b. in Helder, near Amsterdam, Holland, 9 Oct., 1863, son of William J. H. and Sieke Gertrude (Van Herwerden) Bok. His great-grandfather, William Bok, was admiral-in-chief in the Dutch navy; another William Bok, his grandfather, was at one time chief justice of the Supreme Court of Holland. His father was a man of wealth and influence in his native land and was a minister of the court of William III of Holland, but lost his fortune and emigrated to America. Edward W. Bok was then but six years old. The family arrived in New York and settled in Brooklyn, where the father, who did not long survive his change of fortune, passed away, leaving his wife and his two young sons without means. Edward Bok lived in a three-story tenement house in Brooklyn, and attended the public schools, in the meantime helping his mother in the home, thereby, as he says, gaining some degree of his knowledge of the needs of the average housewife. He also did odd jobs for the little money that he could pick up. Of this period of his life he has said: "I know what it is to live on practically nothing; to stealthily leave the house at night, go to the lots and pick up odd pieces of wood because we had not the four cents to buy a bundle of kindling; to pick up odd bits of coal; to sift the ashes until my fingers bled; to get up before dawn to make the fire; to have a horror of passing the grocery store because we owed the man money and couldn't pay it; to go around afraid to stoop because of the patches in my clothes." He earned his first money selling water to passengers going to Coney Island by horse-car by filling a pail with cold water and jumping on the car with it, and learned his first economic lesson—that, in order to be successful one must do the common thing in an uncommon way. After school hours he washed windows in a bakery shop near his home, and finally got a job behind the counter. He left school while in the grammar grade, and took a position as office boy with the Western Union Telegraph Company. Coming to the conclusion that stenography is a sure stepping-stone to success, he took up that study at night school. While holding his position with the telegraph company, he also evolved and carried out a plan by which the single sheet theater programs of the time could be enlarged to four sheets filled with advertisements, thereby becoming the inventor of the modern theater program. About this same time he and his brother, William Bok, got out "The Brooklyn Magazine," a magazine in which they published the sermons of Rev. T. DeWitt Talmage and Henry Ward Beecher, and succeeded in getting contributions from other notable men of that time. In 1881 Mr. Bok became the stenographer of Henry Holt, of Henry Holt and Company, publishers, remaining there for a year, when he took the same position at Scribner's. There he became connected with the advertising department, and wrote much advertising copy, later becoming advertising manager of the firm. He remained with Scribner's for seven years, and during this time promoted the "Book Buyer," and, with his brother, developed the Bok Syndicate Press. In this he inaugurated an entirely new field of news service. His original idea included getting forty celebrated women to write a letter apiece for the service, to be published by the editors of the country. Editors everywhere saw the advantages of his proposition and backed him in his undertaking. At the same time with the letter from a famous woman he sent a weekly New York letter from "Bab," and a letter of his own. In the course of time, at Mr. Bok's suggestion, the half page furnished by his syndicate was supplemented by three columns devoted to women by the editors of the paper, and this was the beginning of the woman's page in journalism. The work accomplished by Mr. Bok in this movement brought him favorably to the attention of both the reading public and editors. Among the latter who saw possibilities of success along original lines in the young man's contributions to the literary development of the day was Cyrus Curtis, editor of "The Ladies' Home Journal," a magazine which at that time (1889) was on a successful basis with a circulation of 450,000 copies. Mr. Bok severed his connection with Scribner's and began his work as editor of "The Ladies' Home Journal" in October of that year. Under his management the magazine became not only the leading journal of its kind in the world but a business institution of immense magnitude. In July, 1891, the company was reorganized as the Curtis Publishing Company, Mr. Curtis retaining the headship of the organization, and Mr. Bok becoming vice-president. Later, to the publication of "The Ladies' Home Journal," "The Saturday Evening Post" was added, and, at present, these papers have the largest circulation of any existing journals. In 1912 the magnificent building erected by the Curtis Publishing Company was completed. It is one of the finest examples of beauty, combined with utility, known in architecture. Mr. Bok has contributed to many other papers and magazines, in addition to his work on "The Ladies' Home Journal," and is the author of many



E. S. Crossett

articles which have been published in book form, notably, "The Young Man in Business" and "Successward," each of which has gone through several editions. Personally, Mr. Bok does not care for society, is essentially a country life advocate, and an outdoor man. He married, 22 Oct., 1896, Mary Louise, daughter of Cyrus H. K. Curtis, founder and president of the Curtis Publishing Company. He has two sons, and resides at Merion, in one of the most attractive suburbs of Philadelphia.

LURTON, Horace Harmon, jurist, b. in Campbell County, Ky., 26 Feb., 1844; d. 12 July, 1914, son of Lycurgus L. and Sarah Ann (Harmon) Lurton. His father was a physician until 1870, when he was ordained a priest in the Episcopal Church. His education was obtained in the schools of the neighborhood, and he entered Douglas University, Chicago, Ill., in 1859. Enlisting in the Confederate army at the outbreak of the Civil War, he served as sergeant-major of the Thirty-fifth Tennessee Regiment until February, 1862, when he was retired from service because of ill health. Later, as a temporary private of the Second Kentucky Infantry, he fought at Fort Donelson and was captured by the enemy. Shortly afterward he escaped and re-enlisted, this time serving in the Third Kentucky Cavalry, under General Morgan. But in July, 1863, during Morgan's raid of Ohio, he was again captured, and this time was held until the end of the war. In 1865 he entered Cumberland University, Lebanon, Tenn., as a law student, and upon his graduation in 1867 he practiced law at Clarksville in partnership with Gustavus A. Henry, and later with James E. Bailey. In January, 1875, he was appointed chancellor of the Sixth Chancery Division of Tennessee, filling a vacancy caused by his predecessor's resignation. In 1876, at the close of his term, he was continued in the office by unanimous vote, but two years later resigned to resume his law practice, entering into partnership with Charles G. Smith. He subsequently became the first president of the Farmers' and Mechanics' National Bank, and in 1886 was elected to the Supreme Court of Tennessee. In January, 1893, he was elected chief justice of this body, but only served two months, being appointed by President Cleveland a circuit judge of the Sixth U. S. Judicial District. He served in this capacity until 1910, when he became an associate justice of the Supreme Court. He married in September, 1867, Mary Frances, daughter of Dr. Benjamin Franklin Owen, of Tennessee, and has had four children.

SHERWIN, Thomas, soldier and telephone expert, b. in Boston, Mass., 11 July, 1839; d. there, 19 Dec., 1914, son of Thomas and Mary King (Gibbens) Sherwin. He was descended from the New Hampshire family of that name, the earliest representative of which came to this country very early in the Colonial period. His grandfather, David Sherwin, served in Stark's brigade during the Revolution and distinguished himself at the battle of Bennington. His father was a distinguished scholar and educator and attained national prominence as the director of the English high school of Boston, which, under his direction, became one of the leading educational institutions of this country. General Sherwin acquired his early education at the Dedham High and Boston Latin Schools, and then entered Harvard University, where he was graduated with the class of 1860. During his college course he taught a winter school at Medfield. Immediately after his graduation he became master of the Houghton School in the town of Bolton. Only some months later came the rupture between the North and the South, and, with the outbreak of hostilities, young Sherwin took a leading part in organizing a company of volunteers in Bolton. Of this force he was elected captain and, at the head of his company, joined the Twenty-second Massachusetts Regiment, of which he later became adjutant. This regiment became part of the Army of the Potomac, and in all the battles fought by that section of the federal forces, young Sherwin participated. He was severely wounded at the battle of Gaines Mill, but recovered sufficiently to continue his services in the field. During this period he was promoted to the rank of major, then to that of lieutenant-colonel. For his gallantry at the battle of Gettysburg he received the commission of brevet brigadier-general of U. S. Volunteers. On leaving the army at the close of the war, he resumed for a time the profession of teaching, and was for a year an instructor in the institution made famous by his father, the Boston English High School. In 1866 he was appointed deputy surveyor of customs for Boston, which position he held until 1875, when he was elected to the newly established office of city collector of Boston. In 1883 he became auditor of the American Bell Telephone Company, and subsequently associated himself with the New England Company, of which he became president in 1885. As auditor of the Bell Telephone Companies, in an effort to reduce the crude system of accounting prevailing among the newly consolidated lines to a uniform standard, in order to meet the requirements of all branches, General Sherwin acquired that expert knowledge of the telephone business which made him one of the foremost authorities on the subject in the country. In those early years the invention of the telephone was still so recent that the business had not yet been established on a perfectly systematic basis, and frequent changes and experiments were necessary to keep pace with the many improvements that followed. General Sherwin, having gone into the business almost at its inception, and following, often initiating himself, the numerous changes as they were made, became intimately acquainted with every phase of the growing institution. General Sherwin was elected commander of the Massachusetts Commandery of the Military Order of the Loyal Legion for the year 1892-93. He was a mem-

ber of the Union, the St. Botolph, and various other clubs. In 1870 he married Isabel Fiske, daughter of Thomas M. Edwards, of Keene, N. H. They had six children: Eleanor (Mrs. William H. Goodwin); Thomas Edwards; Mary King; Robert Walaston; Anne Isabel; and Edward Vassal Sherwin.

HOLMES, Oliver Wendell, jurist, b. in Boston, Mass., 8 March, 1842, son of Oliver Wendell (q.v.) and Amelia Lee (Jackson) Holmes. He was educated at Dixwell's School, Boston, Mass., and at Harvard College, where he was graduated in 1861. Previous to his graduation he had joined the Fourth Battalion of Infantry at Fort Independence, and he subsequently served for three years in the Civil War in the Twentieth Massachusetts Volunteers, being promoted during that time from lieutenant to lieutenant-colonel. He was wounded at Ball's Bluff, Va., Antietam, Ind., and Fredericksburg, Va., and served as aide-de-camp on the staff of Gen. Horatio G. Wright from 29 Jan., 1864, until he was mustered out on 7 July of the same year. Subsequently he entered the Harvard Law School, where he was graduated in 1866. In 1867 he was admitted to the bar of Massachusetts, and soon afterward was admitted to practice before the United States Supreme Court. He engaged in practice in Boston, first in partnership with his brother, Edward J. Holmes, and later as a member of the law firm of Shattuck, Holmes and Monroe (1873-82). He was instructor in constitutional law at the Harvard Law School, 1870-71; editor of the "American Law Review," 1870-73; and lecturer on common law at the Lowell Institute, 1880. In 1882 he was appointed professor of law at the Harvard Law School, but he resigned the position within a few minutes to accept from Governor Long of Massachusetts the appointment of associate justice of the Supreme Judicial Court of the State. He succeeded Hon. D. A. Field as chief justice of Massachusetts, 2 Aug., 1899. His opinions rendered from the supreme bench of Massachusetts run through forty-five volumes of the "Massachusetts Reports." They show a broad legal scholarship and a fine faculty of diagnosis and analysis, and they are couched in a finished literary style. In 1902 Justice Holmes was appointed by President Roosevelt to succeed Justice Horace Gray as associate justice of the Supreme Court of the United States. He is the author of "The Common Law" (1881), "Speeches" (1891, 1896), and other works; has contributed much to legal periodicals and has edited "Kent's Commentaries" (12th edition, 1873). The degree of LL.D. has been conferred upon him by Yale (1886), Harvard (1895), and Berlin (1910), and that of D.C.L. by Oxford (1909). He was married 16 June, 1872, to Fanny, daughter of Epes S. Dixwell, of Cambridge, Mass.

CHAPIN, Lindley Hoffman, capitalist, b. in Springfield, Mass., 16 Feb., 1854; d. in New York City, 25 Jan., 1896, son of Abel Dexter and Julia Irene (Clark) Chapin. His first American ancestor, Deacon Samuel Chapin, came from England with his wife, Cicely Benney, before 1642 and settled in Springfield, Mass. The line of descent is traced through his son, Henry, and wife, Bethia Cooley, who were settlers of the town of Chicopee, once a part of Springfield; their son, Benjamin, and his first wife, Hannah Colton; their son, Captain Ephraim, and his wife, Jemima Chapin; their son, Captain Ephraim, and his wife, Mary Smith; their son, Chester Williams (q.v.), and his wife, Dorcas, daughter of Col. Abel Chapin (a descendant of Chester Williams' own ancestor, Deacon Samuel Chapin), who were the grandparents of Lindley Hoffman Chapin. His father was a prominent man in Springfield, and president of the Hadley Falls Bank. Mr. Chapin was educated in the schools of Springfield, and at St. Mark's and St. Paul's Schools in Southboro and Concord, N. H. Not being engaged in active business, he spent much of his early life in traveling abroad, and later became interested in the managing and improving of his country place at New London, Conn., containing sixty acres of land, which was mostly given over to a farm, specializing in intensive cultivation vegetable gardens. In this he took keen and intelligent interest, with satisfactory results. Mr. Chapin was a talented man, was fond of music, and spoke several languages—a well-bred, Christian gentleman in the highest sense of the term. He married twice: first, in November, 1877, Leila M., daughter of Frederick E. and Margaret (Reynolds) Gibert, of New York, who died in 1885; second, 14 Feb., 1888, Cornelia Garrison, daughter of Barret H. and Catherine M. (Garrison) Van Auken, of New York, and granddaughter of Commodore Cornelius Kingsland Garrison. By his first marriage he had one daughter, Marguerite Gibert, who married Roffredo Caetani, Prince of Bassiano, in 1911; by his second marriage, one son, Lindley Hoffman Paul Chapin, and two daughters, Katherine Garrison and Cornelia Van Auken Chapin, who reside with their mother in New York City.

STERNBERG, George Miller, soldier, b. at Hartwick Seminary, Otsego County, N. Y., 8 June, 1838; d. in Washington, D. C., 3 Nov., 1915, son of Rev. Levi and Margaret Levering (Miller) Sternberg His father was a Lutheran clergyman and for many years principal of Hartwick Seminary. His earliest paternal American ancestor, Nicholas Sternberg, came to this country from the "Palatinate," in 1703, settling in Schoharie County, N. Y. A son of Nicholas Sternberg was a member of the Committee of Safety in Schoharie County, N. Y., and several of his uncles and brothers served in the army during the war of the American Revolution. His mother was the eldest daughter of Rev. George B. Miller, D. D., for many years professor of theology in Hartwick Seminary. George M. Sternberg, the oldest of a family of ten children, received his early education at Hartwick Seminary, and at the age of sixteen obtained employment as a teacher in New Germantown, N. J., where he remained three years. Having decided to study medicine, he entered the office of Dr. Horace Lathrop, at Cooperstown, N. Y., and subsequently attended the College of Physicians and Surgeons in New York City, from which he was graduated with the degree of M.D., in 1860. He commenced the practice of his profession in Elizabeth City, N. J., but upon the outbreak of the Civil War passed the examination of the Army Medical Corps and was appointed assistant surgeon, U. S. A.,

LINDLEY H. CHAPIN

28 May, 1861. He was assigned to duty with the Third U. S. Infantry and was present at the first battle of Bull Run, when he was wounded and taken prisoner. Soon after he escaped from Fairfax Court House and at once rejoined his regiment. Dr. Sternberg received official commendation from Brig.-Gen. George Sykes for his services in the earliest battles of Gaines Mill, Turkey Bridge, and Malvern Hill, and also brevet commissions for faithful and meritorious services during the war. He also received the brevet commission of lieutenant-colonel "for gallant service in performance of his professional duty under fire in action against Indians at Clearwater, Idaho, 12 July, 1877." Dr. Sternberg saw more active service on the battlefield and in Indian campaigns than any other medical officer with whose records we are familiar. Nor do the official archives disclose the name of another medical officer who faced as often and courageously the danger of cholera and yellow fever epidemics. During the cholera epidemic at Fort Harker, Kan., in 1867, he lost a beloved wife, and by a strange coincidence he was also the post surgeon when yellow fever gained a foothold among the troops at Fort Columbus, New York Harbor, in 1871. Having witnessed the devastating effects of these diseases, and realizing that medical science had not yet discovered the real cause of the scourges, it was natural that a man of Dr. Sternberg's sympathetic nature and scientific spirit should have determined to devote his life to the study of these mysteries. As a result of his experience at Governor's Island he was ordered to the yellow fever zone in 1872, and served at New Orleans and Fort Barrancas, Fla., where his wife courageously accompanied him. At the latter post he passed through two epidemics of yellow fever in 1873 and 1875. During the latter epidemic he himself suffered a severe attack. His first publication of scientific value related to the clinical history of yellow fever as observed by him during these outbreaks. In 1876 he was ordered to the Pacific Coast, and in the following year was engaged and distinguished himself in an active campaign against the Nez Perces Indians. In 1878, while stationed at Fort Walla Walla, he began experiments to determine the practical value of disinfectants, using putretive bacteria as the test of germicidal activity. These experiments were subsequently continued at the Johns Hopkins University, Baltimore, under the auspices of the American Public Health Association, as chairman. The results of his investigations were published in full in the Transactions of the American Public Health Association, in 1888, but they had won for him the "Lomb Prize" as early as 1886. This prize essay was brought up to date at the request of Mr. Lomb by Dr. Sternberg in 1899, and has been translated into several foreign languages, and practical measures of disinfection in this country and abroad are largely based upon the results obtained in these investigations. It may be truly said that scientific disinfection had its inception with the labors of Koch and Sternberg. Dr. Sternberg's labors were not limited to the special field, for in the interval we find him active in other research work. In 1880 he discovered the micrococcus now recognized as the specific cause of croupous pneumonia, and demonstrated the fact that it is found as a saprophyte in the buccal secretions of the mouths of perfectly healthy individuals. Later in 1885, he demonstrated the fact that the micrococcus of sputum septicemia is identified with the capsulated micrococcus found in the rusty sputum of patients with croupous pneumonia. While it has fallen to the lot of Fraenkel to receive most of the credit of this important discovery, there can be no question that Dr. Sternberg first recognized and described the organism, although he did not associate it in his first publication with pneumonia, as he found it in his own and the buccal secretions of other healthy subjects. In 1881, while stationed at Fort Mason, Cal., he demonstrated and photographed, probably for the first time in America, the tubercle bacillus, which had been discovered by Koch the same year. In the same year he demonstrated that the so-called "bacillus malariæ" of Klebs and Tomaso Crudeli was not an etiological factor in the production of malaria, which served to concentrate attention upon Laveran's plasmodium, discovered in 1880, and it was finally proved by the work of Manson and Ross that the mosquito was the intermediate host of the malarial parasite. It was Dr. Sternberg's good fortune in 1885 to demonstrate the plasmodium of Laveran, for the first time in this country, in freshly drawn blood from a malarial patient, in the pathological laboratory of the Johns Hopkins University and the ameboid movements of the plasmodium in the interior of the red blood corpuscles were plainly visible. In 1886 he introduced the bacillus of typhoid fever to the medical profession in this country in a paper read before the Association of American Physicians. Dr. Sternberg's investigations with reference to the etiology of yellow fever date back to 1871, although his search for the specific organism commenced in Havana in 1879, while a member of the Havana Yellow Fever Commission, and was continued for about ten years. He returned to Havana during the yellow fever prevalence, and visited Rio de Janeiro and Vera Cruz during the epidemic of 1888. His report, published at the conclusion of these extended investigations, shows that all researches to that date had failed to demonstrate the specific cause of yellow fever. At the International Medical Congress, held at Berlin, in 1890, Dr. Kober translated Dr. Sternberg's letter to Professor Hirsch, giving a synopsis of his work and stating that so far the specific organism of yellow fever had not been discovered. Having exhausted the resources at his command in the search for the germs of yellow fever by microscopical examination of the blood and tissues, he felt that the only method left was that of direct experiment on man. If the blood of a yellow fever patient contained the specific infectious agent, this should be shown by inoculating a non-immune individual with such blood. This line of research was pointed out by Surgeon-General Sternberg to Maj. Walter Reed, chairman of the Yellow Fever Commission in 1900, as was also the probability that it would ultimately be found that the disease is transmitted from man to man by an intermediate host. In justice to all con-

cerned, it should be remembered that when this commission was organized by General Sternberg the claim of the distinguished bacteriologist Sanarelli to have demonstrated the etiological relation of his "bacillus icteroides" was generally accepted, and had been upheld by two medical officers of the Public Health and Marine Hospital Service. To General Sternberg it appeared impossible that a bacillus, which is easily demonstrated under the microscope, could have escaped his observation during his extended researches if it were in fact the specific cause of yellow fever. The only possibility of such causal connection seemed to him to depend upon the identification of Sanarelli's bacillus as identical with a certain bacillus found by Sternberg in a limited number of cases during his researches in Havana. A comparison of cultures of the two micro-organisms made by Major Reed at the Army Medical Museum and also by Dr. Agramonte, 1900, showed that they were not identical and General Sternberg, being satisfied that Sanarelli's bacillus was not concerned in the etiology of yellow fever, organized in 1900 the Yellow Fever Commission, with Major Reed as chairman. It may be truly said that no history of this important discovery is complete without a just presentation of Sternberg's preliminary work. In giving due credit to all the participants of this splendid piece of research it must be remembered that all of his work was of the highest scientific value, and his daily contact with the sick, his autopsies and bacteriological investigations in different countries and climes in search of the yellow fever organism, involved at least the same risks and heroism displayed by members of the Yellow Fever Commission. Dr. Sternberg was appointed surgeon-general U. S. army, 28 May, 1893, and was retired for age, 8 June, 1902. During this period his official duties precluded the possibility of personal research work. As surgeon-general he established the Army Medical School and encouraged medical officers to engage in scientific researches by establishing laboratories and furnishing necessary apparatus at all the larger post hospitals. He also provided all new hospitals with operating-rooms, and directed medical officers to operate for hernia, varicocele, etc., instead of discharging soldiers having disabilities curable by surgical procedures, to become life pensioners upon the government. He established the Army Tuberculosis Hospital at Fort Bayard, N. M. On 25 April, 1898, four days after the declaration of the Spanish-American War, he issued a circular calling attention to the danger from typhoid fever in the camps, the rôle of flies in the propagation of this disease, and the importance of camp sanitation. Had his note of warning been heeded, the disgraceful typhoid rates incident to insanitary conditions of our military camps would not have been observed. He organized the "Typhoid Fever Board" with Major Reed, as chairman, Dr. Edward O. Shakespeare, of Philadelphia, and Dr. Victor C. Vaughan, of Michigan, as members. He organized the Yellow Fever Commission of 1900, with Major Reed as chairman. During the Spanish-American War he established general hospitals at Key West, Fla., Savannah, Ga., Fort Thomas, Ky., Fort McPherson, Ga., Fort Monroe, Va., Fort Myer, Va., Washington Barracks, D. C., and San Francisco. Two hospital ships, the "Relief" and the "Missouri," were purchased and equipped upon his recommendation. A fully equipped hospital train was kept in service as long as required. All surgeons of volunteers and contract surgeons, with a few exceptions, were appointed upon his recommendation. He organized the female nurse corps and the corps of dental surgeons, in compliance with acts of Congress which had been passed in accordance with his recommendations. He recommended a large increase in the Medical Department to correspond with the increase in the army in 1901. General Sternberg's brilliant services to the nation have never been adequately rewarded, but Dr. Sternberg's unceasing study, honesty, and truth have gained for him recognition in the educational and scientific world as the pioneer in America. In 1880 he translated the work of Dr. Antoine Magnin from the French. In 1884 this work was greatly enlarged and brought up to date. In 1892 Dr. Sternberg published "Manual of Bacteriology" illustrated by numerous photographs and cuts. In 1896 the work was revised and published under the title of a "Text-Book of Bacteriology." Dr. Sternberg after 1880 had been in the habit of illustrating his published works and scientific papers by photomicrographs made by himself. He has shown himself a master in this difficult art, and in 1884 he published a volume on "Photomicrographs and How to Make Them." Other published works of Dr. Sternberg are: "Malaria and Malarial Diseases," "Immunity, Protective Inoculation in Infectious Diseases and Serum Therapy"; "Infection and Immunity," with special reference to the prevention of infectious diseases, not to mention his chapters in text-books and medical encyclopedias, and over sixty other contributions to medical and scientific literature, many of which have been translated into foreign languages. His last contribution to scientific literature was prepared by request in September, 1915, and deals with researches relating to the Etiology of Yellow Fever, which culminated in the finding of the Reed Commission, and was presented at the Second Pan-American Scientific Congress. Dr. Sternberg was an honorary member and ex-president of the American Public Health Association; member and ex-president of the American Medical Association; member and ex-president of the Association of Military Surgeons, United States; member and ex-president of the Philosophical Society of Washington; member and ex-president of the Biological Society of Washington and the Cosmos Club of Washington; honorary member of the Association of American Physicians, Medical Society of the District of Columbia, Association of American Medical Colleges; and other local medical societies; fellow of the New York Academy of Medicine; President of Section of Military Medicine and Surgery of the Pan-American Medical Congress; late fellow by courtesy, in Johns Hopkins University (1885-90); honorary member of the Epidemiological Society of London; Academy of Medicine of Rio de Janeiro; American Academy of Medicine; and of the French Society of Hygiene. The degree of LL.D. was conferred

upon General Sternberg in 1894 by the University of Michigan, and in 1897 by Brown University. General Sternberg's services as a citizen in Washington, D. C., were varied and his work unceasing. He was for many years president and founder of the Washington Sanitary Improvement Company; the Washington Sanitary Housing Company; president of the President's Home Commission; the Citizens' Relief Association; Washington Sanatorium Company, and director of the Starmont Sanatorium; chairman of Committee on the Prevention of Tuberculosis and president of the association when organized as such; a member of the Committee on Organization of the International Tuberculosis Congress and the Congress on Hygiene and Demography; president, board of directors of Garfield Hospital; professor of preventative medicine in the faculty of Graduate Studies of George Washington University. Among the most beneficent of his activities may be mentioned the two housing companies of which he was one of the founders and the president from the date of organization until the time of his death. The object of these companies is the erection of sanitary homes at reasonable rentals. It must have been a pleasing reflection to him in his declining years to realize that he had played the leading part in providing clean, decent, and healthful homes to over 808 families of moderate means. These deeds and the foundation of Starmount Sanatorium, together with the fruits secured by his leadership in the tuberculosis movement, always remain monuments to his useful and self-sacrificing career as a public-spirited citizen. In this glorious service to humanity which claims the heart, mind, and hand alike and where, alas, ingratitude is often the only recompense, Dr. Sternberg had but two beacon lights to guide him, his conscience and the example of the Great Physician. On 8 June, 1908, a distinguished body representing the army and navy, the learned professions, statesmen, social workers, and citizens of the city of Washington, tendered Dr. Sternberg a complimentary dinner in honor of his seventieth birthday, with appropriate addresses on his career. He passed away peacefully in the early morning of 3 Nov., 1915, from the effects of chronic myocarditis, which he attributed to his attack of yellow fever in 1875, and on 5 Nov., his remains were buried with military honors, and a large concourse of representative people of the National Capital paid their last tribute to a brave medical officer, a productive scientist, and a model citizen and philanthropist. Surely the world is better for having known him. Upon his death the members of the medical profession in Washington unanimously adopted the following resolutions:

"In the death of Surgeon-General George M. Sternberg, U. S. A., retired, the nation has lost a soldier patriot, a scientific investigator, and a loyal citizen. General Sternberg served through the Civil War and in subsequent Indian campaigns. His researches as a bacteriologist in the field of preventive medicine brought him international renown and have proved of incalculable benefit to his fellows. His disproof of several suggested causes of yellow fever and his organization of the Yellow Fever Commission, with broad instructions as to the methods of procedure, paved the way for the important discoveries of that commission. His service to his country during the Spanish-American War, his contributions to the literature of preventive medicine, his labors in the organization of housing companies in the District of Columbia, and his active leadership in the prevention of tuberculosis, entitle him to a high rank among America's useful citizens. Whether on the battlefield in Indian campaigns, or in the midst of cholera or yellow fever epidemics, his bravery was equally apparent. General Sternberg was as modest as he was brave.

RESOLVED: That, we the colleagues of General Sternberg, as members of the Medical Society of the Association for the Prevention of Tuberculosis of the District of Columbia, assembled in Joint Memorial Session, testify to our high appreciation of the work and character of this devoted public servant.

RESOLVED: That, we urge the Congress of the United States to express a Nation's gratitude for Surgeon-General Sternberg's contributions to the public welfare by providing liberally for his widow; and be it further

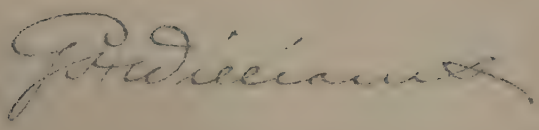
RESOLVED: That a copy of these resolutions with our deepest sympathy in her bereavement, be sent to Mrs. Sternberg, and copies thereof be forwarded to the appropriate committees of Congress."

On 1 Sept., 1869, he married Martha L. Pattison, of Indianapolis, Ind.

FOSTER, Addison Gardner, lumber manufacturer, b. in Belchertown, Mass., 28 Jan., 1837, son of Samuel and Mary Worthington (Walker) Foster. He traces his descent on his paternal side from Reginald Foster, who emigrated to this country from Devon, England, in 1638, settling in Ipswich, Mass. He was educated in the public schools of Massachusetts, Ohio, and Illinois, to which States his parents migrated in his early boyhood. At the age of twenty, he started with his father for the Pike's Peak gold fields, but learning before reaching their destination that the gold discoveries were small, they abandoned their trip and returned home. He then went to Missouri, where he taught school for a season, then moving to Wabash County, Minn. Here he engaged in farming, but finding that there was a demand for grain and warehouse facilities, he established himself in this business with considerable success. In 1873 he removed to St. Paul, where he formed a partnership with Col. C. W. Griggs in the wood and coal business, which was later expanded to include trade in lumber and real estate. The firm purchased extensive tracts of timber lands in Minnesota, the Dakotas, and Wisconsin from the railroad companies, and which they sold to settlers. They next purchased timber lands in the State of Washington of the Northern Pacific Railroad Company,

and in 1886 commenced the erection of an extensive lumber manufacturing plant at Tacoma. They organized the St. Paul and Tacoma Lumber Company, with Mr. Foster as vice-president, and erected the largest lumber mill in the world. He retired from active business in 1914. From 1862-66 he served as county auditor for Wabash County, Minn., and from 1899 to 1905 was U. S. Senator for the State of Washington. During his term of office, he advocated the discarding of political favorites in appointments to office, and the abandonment of "red tape" methods in the transaction of government business. On 19 March, 1863, he married Anna Wetherbee, at Wabash, Minn., and they have two children.

WILLIAMS, George Huntington, professor of geology, b. at Utica, N. Y., 28 Jan., 1856; d. there, 12 July, 1894. His father, Robert S. Williams, a prominent citizen of Utica and a man of cultivated and ennobling tastes, surrounded his son with the refining influence of such interests, coupled with sturdy virtues drawn from a long line of Puritan heritage. He had the advantage of living in the atmosphere and feeling the influence of a well-selected library, which expanded with the intellectual life of the family. He received his early education in the public schools and the free academy of his native city. Thence he passed to Amherst College, where he was graduated in 1878, continuing there in post-graduate work in geology during the following year, under the inspiring influence of Prof. Benjamin Kendall Emerson. Of Dr. Williams' work while a student at Amherst, Emerson said: "He was always an earnest and hard-working student, careful in his preparation of work. Thus he early acquired methodical habits and a love of work. He always stood in the first half-dozen of his class, ranking highest in science and mathematics." During his junior year Mr. Williams found in geology the guiding interest of his life. Prof. Emerson had been graduated at Göttingen during the lifetime of that versatile German geologist, Seebach, and to Göttingen he naturally sent his pupil. There Williams heard Klein, foremost among physical mineralogists, and Hübner, the chemist. Unfortunately Seebach was too ill to do any active work. The following winter, 1880-81 he changed to Heidelberg, where he came under the guidance of Rosenbusch, who with Zirkel, at Leipsig, was the acknowledged leader in the then new science of microscopical petrography. He took his examination for Ph.D. in November, 1882, and gained his degree, *summa cum laude*. At the close of 1882 he returned to America, and became fellow-by-courtesy at Johns Hopkins University. This afforded the desired opportunity to take up work in this country in the line of microscopical petrography, that new field of geological investigation which he was to be the first to introduce to American students. In the autumn of 1883 he was made an associate in geology in the Johns Hopkins University, and began to collect about him a body of enthusiastic pupils. In 1885 he became associate professor, and in 1892 was made professor of inorganic geology. From 1883 until his death, a little more than a decade, he developed the course of study in his department, and attracted students to his classes from all parts of the United States. His enthusiastic delivery in the classroom lecture made the most abstruse subject fascinating, while his lucid interpretation of difficult points inspired the confidence of those who heard him. There was scarcely anything connected with his scientific career which gave him so much pleasure as his classroom duties; he had an appreciation of his ability as a teacher, and enjoyed the manifest interest which he unfailingly aroused. Those who listened to his lectures did not soon forget his power. He early recognized the advantages of his geological environment in Maryland, where fortunately a representative of every geological period was to be found. He demonstrated the scientific structure of the Piedmont belt and also acquired a practical knowledge of its various mineral products which was of lasting value to the State. In many ways he sought to show the value of scientific work to the community, and in so doing aided largely in bringing together the Johns Hopkins University and the people of the State of Maryland. In Europe, in the Lake Superior district, and in Maryland, preliminary to his work on the determination of the character of continental origin (a work which he left incomplete at his death), and during the organization of the geological department at the university, he kept in close touch with the leaders of his profession, and at Washington, at Annapolis, and in Baltimore he came in contact with geology as it affects national, State, and civic development. Although he died at the early age of thirty-eight, well-earned honors of success were already his. He was at that time a vice-president of the Geological Society of America; a corresponding member of the Geological Society of London; a member of the Mineralogical Society of France; a member of the American Association for the Advancement of Science, and a member of the International Congress of Geologists. At the World's Fair in Chicago, in 1893, he served as a member of the International Jury of Awards in the department of mines and mining. The list of Professor Williams' works shows a total of seventy-two titles, which are chiefly the results of his geological investigations. His inaugural dissertation, "The Eruptive Rocks of the Vicinity of Tryberg in the Black Forest," accompanied the gaining of his degree at Heidelberg in 1882. Most valuable among his published works was the "Elements of Crystallography," which he published in 1890, and for which he made all the drawings. The work has passed into three editions and the most recent advancements in crystallographic conceptions at the time of Dr. Williams' death were embodied in an introductory chapter. Besides the publications shown in the bibliography, his editorial work included the supervision of the terms in mineralogy and petrology for the "Standard Dictionary," and at the time of his death he was on the staff of the revision of "Johnson's Cyclopedia," and was an associate editor of the "Journal of Geology." In all his work he showed a remarkable ability to assimilate whatever was new and valuable, and a complete readiness to accept the conclusions of all coworkers in every science connected with his work. His writings



...from 1862 to be served as ...
... 1865 was U. S. Senator for ... Washington. During his term of ... secured the discarding of political ... appointments to office, and the ... of government business. On 19 ... he married Anna Wetherbee, at ... and they have two children.

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...ing year, under the ... Prof. Benjamin ... Williams' work ... Emerson ... and hard ... preparation of ... methodical habits ... always stood in ... his life. Prof. Emerson had been graduated ... Yale ... Sciences, and to ... Here Williams ... among physical ... of Yale. Under ... he began ... graphy. He took his examination for Ph.D. in November, 1882, and gained his degree, ...

He was made an associate in geology in the ... from all parts of the United States. His enthusiastic delivery in the classroom lecture made the most abstruse subject fascinating, while his lucid interpretation of difficult points inspired the confidence of those who heard him. There was scarcely anything connected with his scientific career which ... he had an appreciation of his ability as a teacher, and enjoyed the manifest ... which he unfailingly aroused. Those ... tened to his lectures did not soon forget ... He early recognized the advantages of his geological environment in Maryland, where fortunately a representative of every geological period was to be found. He demonstrated the complex structure of the Piedmont ... and also acquired a practical knowledge of its various mineral products which was of ... value to the State. In many ways he ...

... and early ... at the ... age of twenty-eight well-earned honors of success were already his. ... time a vice-president of the ... Society of America, a corresponding member of the Geological Society of London; a member of the Mineralogical Society of France; a member of the American Association for the Advancement of Science and a member of the International Congress of Geologists. At the World's Fair in Chicago, in 1893, he served as a member of the International Jury of Awards in the department of mines and mining. The list of Professor Williams' works shows a total of seventy-two titles, which are chiefly the results of ... ... The exquisite Rocks of the Vicinity of Ivyberg in the Black ...

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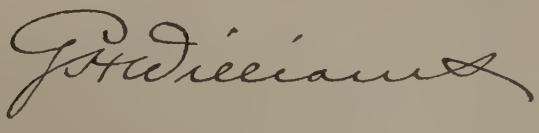

were characterized by lucidity, incisiveness, and freedom from controversy. Professor Williams early determined to decline any commercial inquiry or investigation, and did so throughout his life. To an ever-present optimism he added an abiding determination to make the best of his environment. This ability to take advantage of what was valuable in his surroundings is characteristically shown by the titles in his bibliography. During his years as instructor in the university he developed a critical faculty which was strong and true and due chiefly to his alert power of observation, combined with a faculty of clear judgment and sound reasoning. Thus he became a wise and trusted adviser to his students. His generous sympathy and tolerant interest brought the younger men close to him and called forth their respect and devotion. In the words of a colleague Professor Williams was "a well-rounded man of broad culture, wide interests, and generous instincts, an investigator of astuteness and notable success, a teacher of magnetic fervor, a speaker of polished fluency and trenchant aptness." He was author of: "Glaucophangesteine aus Nord-Italien"; "Die Eruptivgesteine der Gegend von Tryberg im Schwarzwald"; "The Synthesis of Minerals and Rocks"; "Relations of Crystallography to Chemistry"; "Barite Crystals from De Kalb, N. Y."; "Preliminary Notice of the Gabbros and Associated Hornblende Rocks in the Vicinity of Baltimore"; "Note on the So-called Quartz-Porphry of Hollins Station, North of Baltimore"; "On the Paramorphosis of Pyroxene to Hornblende in Rocks"; "Notice of J. Lehmann's Work on the Origin of the Crystalline Schists"; "Review of J. Lehmann's 'Entstehung der altkrystallinen schiefergesteine'"; "Dikes of Apparently Eruptive Granite in the Neighborhood of Baltimore"; "The Microscope in Geology"; "Hornblende aus St. Lawrence County, N. Y."; "Cause of the Apparently Perfect Cleavage in American Sphene"; "A Summary of the Progress in Mineralogy and Petrography in 1885"; "The Peridotites of the 'Cortlandt Series' near Peekskill on the Hudson River, N. Y."; "The Gabbros and Associated Hornblende Rocks Occurring in the Neighborhood of Baltimore, Md."; "Modern Petrography"; "On a Remarkable Crystal of Pyrite from Baltimore County, Md."; "The Norites of the 'Cortlandt Series' on the Hudson River near Peekskill, N. Y."; "On the Chemical Composition of the Orthoclase in the Cortlandt Norite"; "On the Serpentine of Syracuse, N. Y."; "On the Serpentine (Peridotite) Occurring in the Onondaga Salt-Group at Syracuse, N. Y."; "Holocrystalline Granite Structure in the Eruptive Rocks of Tertiary Age"; "Notes on the Minerals Occurring in the Neighborhood of Baltimore"; "Note on Some Remarkable Crystals of Pyroxene from Orange County, N. Y."; "Rutil nach Ilmenit in Verändertem Diabas"; "On a New Petrographical Microscope of American Manufacture"; "On a Plan Proposed for Future Work upon the Geological Map of the Baltimore Region"; "Progress of the Work on the Archæan Geology of Maryland"; "The Gabbros and Diorites of the 'Cortlandt Series' on the Hudson River, near Peekskill, N. Y."; "The Contact-Metamorphism Produced in the Adjoining Mica-Schists and Limestones by the Massive Rocks of the 'Cortlandt Series' near Peekskill, N. Y."; Geology of Fernando de Norhona. Part II. Petrography"; "On the Possibility of Hemihedrism in the Monoclinic Crystal System"; "Contributions to the Mineralogy of Maryland"; "Some Modern Aspects of Geology"; "Note on the Eruptive Origin of the Syracuse Serpentine"; "Geological and Petrographical Observations in Southern and Western Norway"; "Celestite from Mineral County, West Virginia" (translated and reprinted in Germany); "On the Hornblende of St. Lawrence County, N. Y., and Its Gliding Planes"; "The Non-Feldspathic Intrusive Rocks of Maryland and the Course of Their Alteration"; "Elements of Crystallography, for Students of Chemistry, Physics, and Mineralogy"; "The Greenstone-Schist Areas of the Menominee and Marquette Regions in Michigan"; "The Silicified Glass-Breccia of Vermilion River, Sudbury District"; "The Petrography and Structure of the Piedmont Plateau in Maryland"; "Anglesite, Cerussite, and Sulphur from the Mountain View Lead Mine, near Union Bridge, Carroll County, Md."; "Anatase from the Arvon Slate Quarries, Buckingham County, W. Va."; "Notes on the Microscopical Character of Rocks from the Sudbury Mining District, Canada"; "Notes on Some Eruptive Rocks from Alaska"; "Geological Excursion by University Students Across the Appalachians in May, 1891"; "A University and Its Natural Environment"; "Crystals of Metallic Cadmium"; "Geology of Baltimore and Vicinity. Part I. Crystalline Rocks"; "Geological Map of Baltimore and Vicinity"; "The Volcanic Rocks of South Mountain in Pennsylvania and Maryland"; "The Microscope and the Study of the Crystalline Schists"; "A New Machine for Cutting and Grinding Thin Sections of Rocks and Minerals"; "Maps of the Territory Included within the State of Maryland, Especially the Vicinity of Baltimore"; "On the Use of the Terms Poikilitic and Micropoikilitic in Petrography"; "Piedmontite in the Acid Volcanic Rocks of South Mountain, Pennsylvania"; "Crystalline Rocks from the Andes"; "Sixty-eight Reviews of American Geological and Petrographical Literature, 1884-1890"; "The Williams Family, Tracing the Descendants of Thomas Williams, of Roxbury, Mass."; "On the Crystal Form of Metallic Zinc"; "Geology and Mineral Resources of Maryland, with Geological Map"; "Distribution of Ancient Volcanic Rocks Along the Eastern Border of North America"; "Mineral and Petrographical Exhibits at Chicago"; "Johann David Schoepf and His Contributions to North American Geology"; "On the Natural Occurrence of Lapis Lazuli"; "Introduction to 'The Granites of Maryland,' by Charles R. Keyes"; "Washington, Frederick, Patapsco and Gunpowder Atlas Sheets of the United States."

MORSE, Waldo Grant, lawyer, b. at Rochester, N. Y., 13 March, 1859, son of Adolphus and Mary Elizabeth (Grant) Morse. His earliest American ancestor was Samuel Morse, of Suffolk, England, who came to America on the "Increase" in 1635; lived at Watertown and Dedham, Mass., and was one of the founders of the village of Medfield, where he died in

1654. From him and his wife, Elizabeth, the line of descent runs through Joseph Morse (1615-54) and his wife, Hannah; Captain Joseph Morse (1649-1718), a soldier in King Philip's War and selectman for Sherburn, and his wife, Mehitabel; Joseph Morse (1679-1754) and his wife, Prudence Adams, of Braintree; Jacob Morse (1717-1800) and his wife, Mary Merrifield; Jacob Morse (2d) (1755-1840), and his wife, Rebecca Smith; Amos Morse (1783-1843) and his wife, Mary Hale; Adolphus Morse (1807-71), who after years of legal practice in Worcester, Mass., entered business in Rochester. Waldo G. Morse was educated in the schools of his native city and at the University of Rochester. He then studied law, was admitted to the bar in 1884, and, after four years' practice, removed to New York, where he entered the firm of Morse, Haynes and Wensley. After the dissolution of his firm, Mr. Morse continued practice alone, becoming well known as an erudite lawyer, also an effective public speaker—Mr. Morse drafted and secured the passage of the bill in the State legislature for the appointment of the Palisades commission of the State of New York in 1895; drew the Palisades national reservation bills, which were passed by the legislatures of New York and New Jersey in 1896; also drafted the national act on the subject placed before Congress. Upon the passage of the legislative bill, he was appointed by Governor Morton one of the three Palisades commissioners to act in conjunction with the three appointed by Governor Werts of New Jersey; and was made secretary and treasurer of the joint commission for the two States of New York and New Jersey. He continued to take an active part in the movement for the protection of the Palisades till eventually, in 1900, the legislatures of New York and New Jersey came to an agreement upon a measure for the acquisition of the Palisades for a joint State reservation; and the Palisades, in their entire extent above Fort Lee, are now the property of the States of New York and New Jersey. During the pending of this movement Mr. Morse urged the expediency of direct arrangements by the State with property owners, which, while continuing land titles in private possession, should make the use of the lands subject to specific regulations in the interests of preserving the natural scenery. The practicability and advantages of such a course have in recent years received general recognition, and it is now proposed to apply this principle to the large area comprising the Highlands of the Hudson River. An act looking to such results having been passed by the legislature of the State of New York in 1909, an active effort to protect and preserve the beautiful scenery of the Hudson Valley, by the acquisition of the "easement of beauty" is now in progress. Mr. Morse is vice-president and a director of the State Bank of Seneca Falls, and is a director in many corporations for which he is counsel. He is a member of the committee of the Scenic and Historic Preservation Society, in charge of the preservation of the Highlands of the Hudson; was formerly president, and is now a trustee and director, of the Morse Society, incorporated under the laws of the State of New York; publisher of the genealogy of the Morse family now in course of issue; formerly president of the New York Alumni Association of the University of Rochester; one of the trustees of the Delta Upsilon Fraternity, and president of the New York Delta Upsilon Club; member of the American Academy of Political and Social Science; the National Geographical Society; the American Bar Association; New York State Bar Association; Association of the Bar of the City of New York; Westchester County Bar Association; Society of Colonial Wars; Sons of the Revolution, and several clubs. He married 22 June, 1886, Adelaide, daughter of Albert Cook, of Seneca Falls, N. Y.

Waldo G. Morse.

CLARKE, George Washington, governor of Iowa, b. in Shelby County, Ind., 24 Oct., 1852, son of John and Eliza (Akers) Clarke. His earliest paternal American ancestor was James Clark, of Buckinghamshire, England, who came to this country in 1817 and lived for a while in Philadelphia and Baltimore, but later removed to Ohio and then Indiana. His father, John Clarke, began life as a blacksmith, but later took up general farming, in which occupation he has continued for the past sixty years, in Davis County, Ia. Brought up in the rugged environment of what was in those early days the western frontier, the boy grew into a sturdy youth. He passed through the district schools, entered Oskaloosa College, in Oskaloosa, Ia., where he was graduated A.B. in 1877, and made his professional studies in the law department of the State University of Iowa. On his admission to practice, he formed a partnership, in June, 1878, with John B. White, at Adel, Ia. From the very beginning his progress was rapid. He was soon known as one of the most promising young lawyers of the State and was eagerly sought after by the political parties as a participant in their activities. Having a keen interest in public affairs, he was easily persuaded to respond and presently he began taking a prominent part in the political life of the State. He was elected successively as representative in the Iowa legislature during the Twenty-eighth, Twenty-ninth, Thirtieth, and Thirty-first General Assemblies. During these two latter sessions he was speaker of the house. In 1908 he was elected lieutenant-governor, and again two years later. Finally, in 1912, he was nominated candidate for governor and was elected by a convincing majority. In 1914 he was again elected to this highest office within the gifts of the State electorate and is now, in 1916, approaching the end of his second term. Governor Clarke has been immensely popular with the people of his State for the reason that he has thoroughly understood their needs and supplied them within the limits of his capacity. To his undoubted executive abilities he has added the qualities of an exceptionally

brilliant orator. He is a man of untiring energy and exceptional virility; essentially the man of action. Forceful, determined where he is convinced he is right, he hurls himself into the struggle for achievement with unlimited enthusiasm. On 25 June, 1878, Governor Clarke married Arletta Greene, the daughter of Benjamin Greene. They have had four children: Fred G., Charles F., Portia Ban Meter, and Frances Clarke.

RICHARDSON, David Nelson, editor and traveler, b. in Orange, Vt., 19 March, 1832; d. in Groton, Vt., 4 July, 1898, son of Christopher and Achsah (Foster) Richardson. His earliest American ancestor was William Richardson (b. in 1620), who came to this country from England about 1635, and settled in Marbury, Mass. He married, in 1654, Elizabeth Wiseman. From them the direct line of descent is traced through Joseph Richardson and his wife, Margaret Godfrey; Daniel Richardson and his wife, Lydia Godfrey; Christopher Richardson and his wife, Anna Briggs; Samuel Richardson and his wife, Mary Folsom; Christopher Richardson and his wife, Achsah Foster. David N. Richardson was reared on his father's farm in Vermont, dividing his youthful days between the small duties that fall to the farmer's boy and attendance at the district schools. At the age of eighteen he entered Franklin Academy, at Malone, N. Y., where he completed a course of study. Like many young men of his day he longed for adventure and a wider field of opportunity than that offered in the populous Eastern States, and drifted westward. His first stop was at Peoria, Ill., where, under the spur of the necessity to earn his livelihood, he learned the printer's trade. For a while he worked at the case in Peoria, then went to Monmouth, Ill., where he pursued his trade until September, 1855, when he removed to Davenport, Ia., and acquired an interest in the Davenport "Weekly Banner." In October, 1855, he changed the name of the publication to the "Daily and Weekly Democrat," and became its editor, a connection which he retained throughout the rest of his life. As a newspaperman it is said that Mr. Richardson had few peers in the Middle West, where, in his day, there flourished a group of keen, alert men, strong and rugged, and full of the fire and energy developed by the intense party enthusiasm and sectional prejudices engendered in those years immediately preceding the Civil War. Mr. Richardson was also keenly interested in education, literature, and art. Any movement pertaining to intellectual improvement or civic welfare was sure to gain his support. For many years he was regent of the University of Iowa, located at Iowa City. He was chairman of the Iowa Soldiers' and Sailors' Commission, in charge of the building of the Soldiers' and Sailors' Monument at Des Moines, Ia., which is conceded to be the finest memorial of its kind in the United States. He was also one of the founders of the German Savings Bank at Davenport, Ia. Mr. Richardson was an enthusiastic student of Egyptology and art, and a recognized authority on the derivation of words. He made several very extensive trips; in Europe in the years 1877 and 1879-80, and around the the world in 1885-86. His observations were given to the world in a book of travels entitled, "A Girdle Around the Earth," which was published by McClurg and Company in 1887 and saw three editions. Mr. Richardson married 15 April, 1856, Jeanette, daughter of John Darling, of Groton, Vt. They had two sons and two daughters.

RICHARDSON, Jonathan James, b. in Orange, Vt., 23 March, 1839, son of Christopher and Achsah (Foster) Richardson. His boyhood was spent on his father's farm at Orange, and his schooling obtained in the public schools. In 1859 he joined his brother, David N. Richardson, then editor of the Davenport "Democrat," at Davenport, Ia., and entered his employ as a printer. On 11 May, 1863, he took entire charge of the "Democrat" and became its proprietor, a position which he still holds. As a boy and man, printer and publisher, Mr. Richardson has spent fifty-three years in developing a newspaper which has become one of the finest journalistic properties in the Middle West. No man in the State of Iowa has been so continuously in the newspaper business and he is personally known to practically all of the editors and publishers in his State. He has always been an active adherent of the Democratic party, although he has never sought elective office. For eight years (1888-96) he was a member of the Democratic National Committee, and during that time served on its executive committee. He was chiefly instrumental in securing the election of Hon. Horace Boies as governor of Iowa, thus breaking the Republican ascendency of many years' duration. Mr. Richardson's best service to his State, however, has been in his efforts toward increasing the quantity, and improving the quality, of dairy products in Iowa and surrounding States. The cattle industry of Iowa was represented by a valuation of $200,000,000 in 1912, one-fourth of which was in dairy products. Improvements in this connection are in proportion to the care with which dairymen look after their herds, improve the breed, and watch the results they have gained. Along this line Mr. Richardson conducted his educational campaign, in the interest of obtaining more and better butter, purer milk, and richer cream, at a diminishing outlay for each pound and gallon of the product. His experience has taught him that the chief reliance of the dairyman is the Jersey, and it is probable that he has bred, raised, and brought to the State more Jersey cattle than any other man in Iowa. In recognition of his intimate knowledge of the different breeds of Jerseys, the American Jersey Cattle Club named Mr. Richardson as the director of the Jersey exhibit and test at the World's Columbian Exposition in Chicago, in 1893. This work occupied his time and attention for many months. He

traveled from New England to San Francisco and from the Great Lakes to the most Southern States of the Union, selecting and assembling, caring for and watching over the cattle that were to enter the contest and thus justify the claims of the association as to their superiority. Mr. Richardson was also asked to take personal charge of the demonstration of the American Jersey Cattle Club at the Louisiana Purchase Exhibition in St. Louis in 1904. It is said that his work at this time, in applying experience and science as they had never been applied before, brought about a nation-wide interest in what has come to be recognized as the new science of dairying. It is needless to say that his research and experiments in the interests of dairy production have placed him among the foremost cattlemen of his State. Also, he is prominent as a strong supporter of laws having as their objective the protection of all who use milk, by enforcing the conditions of purity and health. Mr. Richardson's many and strenuous activities have kept him perpetually youthful in appearance and mind. He is fond of travel and for many years has made an annual journey across the Atlantic, in search of rest and recreation. He is an active churchman, and for forty-seven years has been a vestryman in the Protestant Episcopal Church of Davenport. He has done much to be helpful to others in a modest, unostentatious way, and is esteemed and respected for his honest independence of thought and fearless advocacy of any man or principle which he considers justly worthy of support. He married, in 1864, Susan Drew, of Davenport, Ia. She died in July, 1895. In 1899 he married Emma A. Rice, of New York City. He has one daughter, Minnie Belle, who is the wife of W. T. Jefferson, of Evanston, Ill.

SAMPSON, William Thomas, naval officer, b. in Palmyra, Wayne County, N. Y., 9 Feb., 1840; d. in Washington, D. C., 6 May, 1902, son of Thomas and Hannah Sampson. His father was a day laborer, who emigrated from the north of Ireland in 1836 and settled at Palmyra, on the Erie Canal. The boy was born on what is known as the Mormon Hill farm, the property, it is said, on which Joseph Smith made the excavations which resulted, according to his statements, in the finding of the golden plates of the Book of Mormon. Young Sampson attended the local public schools, and in his spare moments assisted his father in odd jobs about the village, for the Sampson family was large—eight children—and he was the eldest. He stood high in his classes at school and was a great reader, borrowing as many books as he could, especially those relating to natural science, history, mechanics, and mathematics. When he was seventeen years of age he was appointed to the Naval Academy on recommendation of Congressman E. D. Morgan, of Aurora. He entered the academy, 24 Sept., 1857, and was graduated in 1861 at the head of his class. In his last year he received the honor of the appointment of adjutant of the class, an appointment bestowed not so much on account of scholarship alone as on account of the general qualities that go to make up a good seaman and officer. After leaving the academy he was assigned as midshipman to the U. S. frigate "Potomac," and here he proved so efficient that he procured his promotion to master before the close of the year. In July, 1862, he was made lieutenant, and in that year and the next served on the practice-sloop "John Adams." He was assigned to duty as instructor at the Naval Academy during 1864. In 1864 and 1865 he saw service on the ironclad "Patapsco," with the blockading squadron before Charleston, S. C. He was on that vessel when she was blown up by a torpedo in Charleston Harbor, 15 Jan., 1865. After the war he was assigned to the flagship "Colorado" on the European station, on which vessel he remained from 1865 until 1867. He was promoted lieutenant-commander in July, 1866. After his service on the European station he was assigned again to duty at the Naval Academy as instructor from 1868 to 1871. During 1872 he was on the "Congress" on special duty, and in 1873 he was with the same vessel on the European station. In August, 1874, he was promoted commander, and as such commanded the "Alert." From 1876 to 1878 he served a third time as instructor at Annapolis. As instructor his work was chiefly in physics, chemistry, metallurgy, and astronomy. He was sent to Separation, Wyo., with Prof. Simon Newcomb, in 1878, to observe the total eclipse of the sun of 29 July. From 1879 to 1882 he was in command of the "Swatara" on the Asiatic station, and in 1882 was assigned to the U. S. naval observatory as assistant superintendent. He was one of the U. S. delegates to the international conference at Washington in October, 1884, for fixing upon a common prime meridian and a common system of time. During 1885 and 1886 he served as superintendent of the Newport torpedo-station. Here his work was largely in connection with scientific investigation of powder and other explosives adapted to naval warfare. He was also a member of the board of fortifications and other defenses. In 1886 he was assigned to the Naval Academy for the fourth time, this appointment being for superintendent. He held the post until 1890. In the autumn of 1889 he was one of the representatives of the United States at the International Marine Conference at Washington. He had been appointed captain in March, 1889. When the new cruiser "Chicago" was placed in commission, 15 Nov., 1890, Captain Sampson was assigned to command her, and he was with the vessel on the Pacific for two years. In 1892 he became superintendent of the naval gun factory. During 1893-97 he was chief of the bureau of ordnance, a position in which he was charged with the expenditure of more than six million dollars annually. He had the duty of providing the armor and of buying and testing projectiles and ammunition

port, Ia. She died in July, 1895. In 1899 he married Emma A. Rice, of New York City. He has one daughter, Minnie Belle, who is the wife of W. T. Jefferson, of Evanston, Ill.

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for the vessels of the new navy, at that time beginning to assume proportions commensurate to the dignity of the country it represented. The position gave him opportunity also to give full play to his scientific and investigating inclinations. He developed the plans for the superposed turrets in the two new battleships "Kearsarge" and "Kentucky," and he conducted many experiments in investigation of the resisting power of armor-plate and of the most advantageous arrangement of the plates that composed the protecting armor when in position. The small-arms now in use in the navy were tested and adopted by him, and to him belongs much of the credit for the detection of the armor-plate frauds which were costing the government many thousand dollars. From the bureau of ordnance he was assigned to the command of the first-class battleship "Iowa" when she was placed in commission in June, 1897. On the morning of Wednesday, 16 Feb., 1898, the country was startled and shocked by the news of the destruction of the "Maine" in Havana Harbor on the evening of the 15th. Relief measures were at once rushed forward to Havana by the government, and on the 17th President McKinley appointed a naval board of inquiry, consisting of Sampson as president, Capt. F. E. Chadwick, and Lieut.-Commanders William P. Potter and Adolph Marix, charged with the duty of investigating and reporting upon the disaster. The board began its work on 21 Feb., took testimony at Key West of the survivors of the accident, examined the wreck at Havana, took testimony there, and made a careful investigation of all circumstances preceding and succeeding the disaster. It concluded its work on 22 March, and from Key West forwarded to Washington its report. Sampson thereupon started to return to his ship, but on 26 March he was put in command of the North Atlantic fleet. This fleet had been under command of Admiral Montgomery Sicard, who asked to be relieved on account of his health, and therefore Captain Sampson, who was the senior officer present, and who was thoroughly familiar with the personnel and *matériel* of the fleet, and with all the arrangements that had been made against the outbreak of hostilities, was put in command with the rank of rear-admiral. War was declared against Spain on 21 April, and at 6:30 A.M. of the next day Admiral Sampson sailed from Key West with his fleet to blockade the northern coast of Cuba from Cardenas to Bahia Honda. The matter of maintaining the blockade was comparatively simple; the critical point for naval success lay in the disposition made of the Spanish fleet under Admiral Cervera, which had left Cadiz on 8 April and was reported to be at the Cape Verde Islands, whence it sailed on 29 April, consisting of four armored cruisers and three torpedo-boats. The destination of the fleet was of course unknown. The duty of discovering and engaging it as soon as it should appear in American waters devolved upon Admiral Sampson. On 4 May he sailed from Key West eastward for the purpose of observation. On 7 May, at Cape Haytien, he received dispatches from Washington advising him that Cervera was reported at St. Thomas. He continued eastward in hopes of finding the enemy, bombarded San Juan de Puerto Rico on the 12th, which convinced him that the Spanish fleet was not there, and then returned to the westward. On the 17th the flagship left the squadron in Bahama channel and proceeded to Key West. The Navy Department was informed by Col. James Allen of the U. S. Signal Service Corps at Key West, on 19 May, that the Spanish fleet had arrived in the harbor of Santiago de Cuba on that morning. The department was not convinced, however, of the accuracy of the report. On that same day the flying squadron under command of Commander W. S. Schley sailed from Key West to Cienfuegos with instructions to establish a blockade at that place, the department believing that Cervera would attempt first to reach Cienfuegos, a port from which the munitions of war he carried might be transported by rail to Havana. On the 20th the department informed Sampson of the report that Cervera was at Santiago, and advised him to order Schley with his squadron to that port. Sampson left Key West for Havana on the 21st, having previously sent dispatches to Schley by the "Marblehead," telling him of the reported arrival of Cervera at Santiago, and directing him to proceed thither if he were satisfied the enemy was not at Cienfuegos. On the day following, the 22d, Sampson received a dispatch from Key West stating that Cervera had been in the harbor of Santiago on the 21st. Accordingly, on the 23d he sailed eastward from Havana, intending to occupy Nicholas channel, and thereby to prevent the approach of the enemy in that direction. On the 26th he received dispatches from Schley dated the 23d, to the effect that the latter was by no means satisfied that the enemy was not at Cienfuegos. In answer to this the "Wasp" was sent on the 27th to inform Schley that the Spanish squadron had been certainly at Santiago from the 19th to the 25th, and to direct him to proceed to that port at once. On the same day Sampson received two telegrams from Schley, dated 24 May, stating that he was satisfied the enemy was not at Cienfuegos, that he was about to start eastward, but that since his coal supply was low and coaling off Cienfuegos was uncertain he could not blockade Santiago if the enemy were there, and therefore he should proceed to Mole St. Nicholas. Sampson sent at once the "New Orleans" to Santiago with orders to Schley "to remain on the blockade at Santiago at all hazards, assuming that the Spanish vessels are in that port." He himself sailed that same day for Key West, where he arrived on the 28th, and cabled to Schley emphasizing the importance of learning at once from persons ashore whether Cervera was at Santiago. Schley had left Cienfuegos on the evening of the 24th, and was some twenty miles to the south and east of Santiago at about 5:30 P.M. of the 26th, when he stopped to make repairs to the collier "Merrimac." On that evening the squadron steamed away to the westward; on the 27th Schley received dispatches from Secretary Long by the "Harvard" ordering him to ascertain definitely whether Cervera were at Santiago. In answer he replied that obedience to orders was impossible on account of lack of coal, that he could learn nothing positive

in regard to the enemy, and that he must proceed to Key West for coal. He sailed to the westward, and then at 1:12 P.M. on 28 May signaled to return toward Santiago. Early on the succeeding morning the Spanish man-of-war "Cristobal Colon" was seen lying at anchor inside the harbor; later another warship and two smaller vessels were seen. At 10 A.M. of that day Schley cabled that the enemy was in the harbor. He then lay off the port watching the enemy and exchanging shots with him on the morning of the 31st. Sampson arrived off Santiago on 1 June and assumed command of the combined fleet. He established a close and efficient blockade, ordering the harbor to be guarded day and night by the squadron arranged in a semicircle, six miles from the harbor mouth by day and four by night, directing searchlights to be thrown upon the entrance at night, and providing in standing orders a plan of attack by which the vessels were to close in at once upon the enemy in case he should come out. On 3 June, Naval Constructor Hobson (q.v.) made the attempt to sink the "Merrimac" in the harbor mouth, and thus to shut off the enemy, a plan that had been devised by Sampson as early as 27 May, when he had ordered Schley to use the "Sterling" to obstruct the channel. Fortunately the attempt thus to block the channel was not successful, although it did bring well-earned fame to the gallant men that undertook its execution. On 7 June possession was taken of Guantanamo as a harbor of refuge for the fleet, and on 10 June the first battalion of marines was landed there. The men kept their position, fighting for days with scarcely an intermission. Sampson was instructed in May to provide convoy for the troops about to be sent by the War Department from Tampa. These troops arrived off Santiago on 21 June under General Shafter (q.v.). Through his chief of staff Sampson communicated with Shafter and explained that it was necessary to carry the positions occupied by the eastern and western batteries of the enemy in order to enable the ships to enter the harbor. Shafter assented to this view, selected Daiquiri as his landing-place, and began disembarkation on the 22d. It is not the place here to speak of the operations of the army on land. Suffice it to say that, after shelling the vicinity of Daiquiri as a preliminary to the landing of the troops, the ships bombarded the forts at Aguadores on 1 July in accordance with a request from Shafter, and on the next day bombarded the batteries at the entrance of the harbor. Sampson informed Shafter that it was not possible to force an entrance until the channel should be cleared of mines, which could be done only after the forts guarding the entrance to the harbor had been captured. Further communications followed between the two, and on the morning of 3 July, Sampson on his flagship "New York" left the fleet to meet Shafter at Siboney for a prearranged conference. When the flagship was about seven miles from the entrance to Santiago the Spanish fleet was discovered steaming out of the harbor. At once the ship put about and started to the west, signaling to the other vessels to close in and engage the enemy. This command had been provided for already in general orders, however, and no sooner had the smoke that showed the enemy was escaping been discovered than the blockading vessels had driven ahead to meet the Spaniards at close quarters. This was at 9:30 A.M. The enemy turned to the westward and was followed by the entire squadron. It was a running fight. The Spanish fire was feeble, erratic, and ineffective, and that of our ships, here as at Manila, was steady and accurate, furnishing one more proof of the value of careful, continuous practice. By 1:20 the entire Spanish fleet had been completely destroyed or sunk. The flagship "New York" was not able to get within effective firing distance until most of the Spanish ships had been driven ashore. Sampson did arrive in time, however, to receive the sword of Admiral Cervera. On our side there was but one man killed and only ten were wounded; the vessels themselves suffered no material injury. The loss of the enemy was about 350 killed and drowned and 160 wounded; Cervera, about seventy officers, and 1,600 men were taken prisoners. On 6 July, in consequence of an order from the President, Sampson, who was slightly ill, sent his chief of staff to confer with Shafter for co-operation in taking Santiago. As a result it was determined that, in case a second demand for surrender should be refused, the fleet should bombard the city on the 9th. If this should not prove sufficient the marines and Cuban forces were to storm the Socapa battery and the smaller vessels were to attempt to enter the harbor. On the 10th and 11th the fleet kept up a continuous bombardment. A truce was arranged on the 12th, and negotiations for surrender of the city began. Admiral Sampson sent his chief of staff to demand that he be one of the signatories to the articles of capitulation, in view of the joint action of army and navy, but General Shafter declined to permit this. The most dangerous work was now over; there followed, however, duties none the less arduous and exacting. Sampson was appointed, with Maj.-Gens. James F. Wade and Matthew C. Butler, a commissioner to arrange the details of the evacuation of Cuba. Repatriation of the Spanish troops, disposition and control of the public offices of the island, and many trifling and annoying details, as well as matters of greater moment, occupied the whole time of the commission until 1 Jan., 1899, when General Jiminez Castellanos, who had succeeded General Blanco as captain-general, formally turned over the city of Havana and the island to the American commissioners, who in turn resigned them into the hands of Gen. John R. Brooke, military governor of Cuba. Following his duties in this connection there came the cares of an extended cruise in West Indian waters during the late winter and the spring of 1899. Sampson then returned to the United States on the ordinary duties of the officer in command of the fleet, and in his official capacity attended the export exposition that was opened in Philadelphia in September, 1899, and took part also in the reception extended to Admiral Dewey by the city of New York on the arrival of the latter from the Philippines, 29 and 30 Sept., 1899. Sampson's services in the West Indian naval campaign were fully recognized by the Administration. An unfortunate altercation touching the rela-

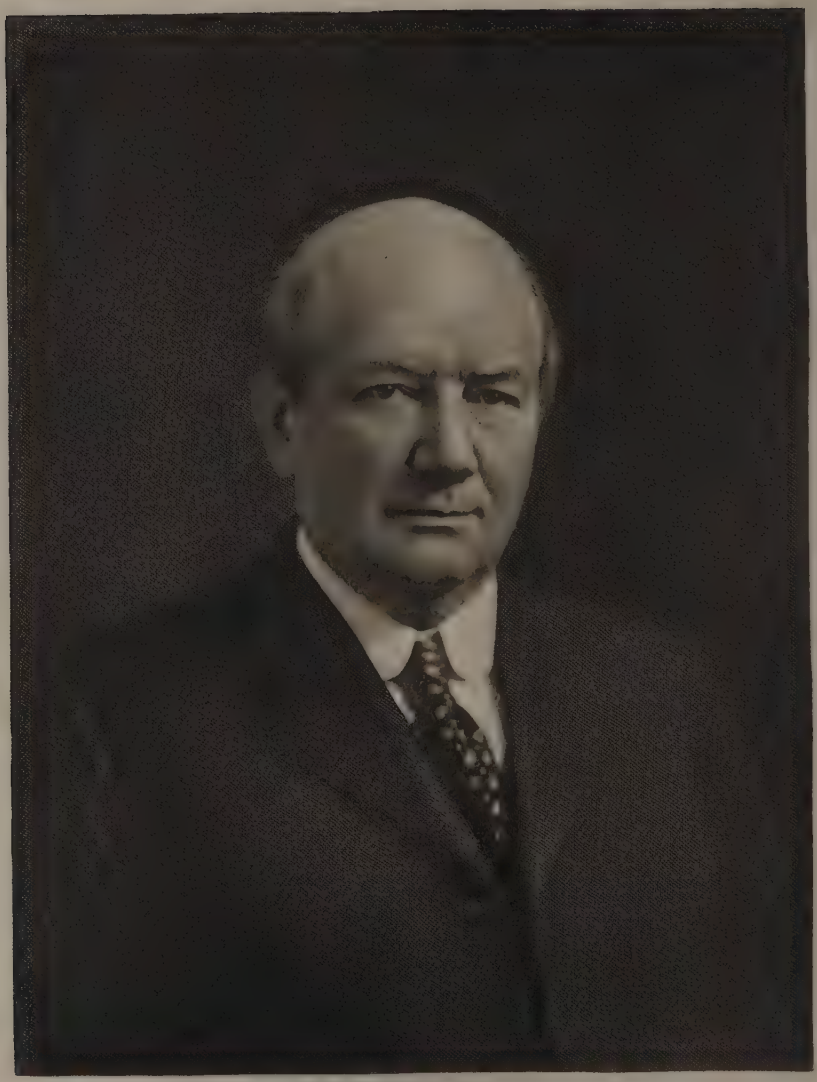
tive merit of Admiral Schley and of Sampson in the campaign and in the battle off Santiago, which was carried on in Congress and in the public press by the overzealous friends and partisans of the two officers, prevented the action by Congress that would have been proper in the case, and left without reward the entire body of officers and men that participated in the campaign. Sampson received the formal thanks of the President for his services, and in the autumn of 1899 the State of New Jersey presented him with a jeweled sword of honor. He was promoted to the full rank of rear-admiral 12 Aug., 1899. On 14 Oct. following he was assigned to command of the Boston Navy Yard, but was relieved, 1 Oct., 1901, because of ill health. He was retired 9 Feb., 1902.

FERRY, Elisha Peyre, governor of Washington (Territory and State), b. in Monroe, Mich., 9 Aug., 1825; d. in Seattle, Wash., in 1895. His father, Peter Peyre Ferry, a native of Marseilles, France, and an officer under Napoleon I, came to America in 1814, and settled near Sandusky, Ohio, where he was for a time collector of customs. When finally driven from the place by the Indians, he went to Michigan, where his two sons were born. One of these, Elisha P. Ferry,

was educated in the common schools of Monroe and at Fort Wayne, Ind. He also studied law at Fort Wayne, and, in 1845, at the age of twenty, was admitted to the bar. In 1850 he engaged in the practice of his profession at Waukegan, Ill., a short distance north of Chicago, where, also, he made his entrance into politics. When the city was incorporated he was its first mayor; in 1852 and again in 1856 he served as presidential elector for the district in which he resided; was a member of the Illinois Constitutional Convention of 1861, taking a prominent part in drafting the measures providing for the government of the new commonwealth; and from 1861 to 1863 served as bank commissioner for the State. On the beginning of the Civil War, he was made a member of Governor Yates' staff, serving as adjutant-general with the rank of colonel. In this capacity he rendered valuable service in organizing, equipping, and sending into the field the earlier Illinois regiments. While engaged in this work he made the acquaintance of U. S. Grant, who had been appointed colonel of the Twenty-first Regiment while assisting in the work of the adjutant-general's office. This was the beginning of a friendship, which was the most influential factor in determining Mr. Ferry's future career. In 1869 he received from General Grant the appointment as surveyor-general of Washington Territory, and removing to the Territory, served in that office until his appointment as governor in 1872. Governor Ferry possessed all the attainments as well as the natural qualities that make a good executive. He was a good lawyer, and a good business man, prudent, tactful, and painstaking in thought and action, possessed of rare judgment and great firmness of character. He was the greatest of all territorial governors, Stevens alone excepted, and held office the longest, serving through two full terms of four years each. When his first term began the region was fairly prosperous, but with the panic of 1873, advancement was postponed, and it was not until Governor Ferry had entered well upon his second term, which began in 1876, that anything like normal conditions prevailed. It was in the early part of his first term that the troublesome question of the San Juan boundary came up and was settled. On leaving, the British marines who had been stationed on the island cut down the flagpole, from which their colors had been displayed, each carrying away a piece of it as a souvenir. This caused unfavorable comment among the American settlers, and also the British residents were alarmed, fearing that their claims would be taken from them under the new laws. In December, Governor Ferry visited the island, re-established civil authority, and reassured both American and British residents. However some of the latter, encouraged by the newspapers, reported to the authorities at Victoria that "Governor Ferry had decided that British subjects must take the oath of allegiance or lose all their claims." This complaint was laid before the Secretary of State in Washington, D. C., who called upon the governor for an explanation. In a letter to the Secretary he made the conditions clear, and made recommendations which resulted in the revocation of the order withdrawing the lands in which some of the claimants were interested, from entry or sale, and the satisfactory adjustment of all claims on the part of those who were willing to comply with the law. On his accession to office the financial affairs of the territory were in much confusion, and he at once applied himself to their correction, regulating the laws for the assessment and collection of taxes. He was also instrumental in having the legislature create a board of immigration, a measure which did not go through until 1877, and which was highly beneficial to the growth and development of the Territory. Under Governor Ferry's administration the first railroad law enacted in the Territory was passed, and this first legislature (1873) also passed irrigation laws and incorporated the city of Tacoma. In his message to the legislature of 1875 Governor Ferry called for a revision of the revenue law. Convicts were provided for and many other salutary measures passed under his supervision. The question of statehood had been agitating the inhabitants of the Territory for some time, and in 1878 a constitutional convention was called at Walla Walla. The constitution drafted at this time had many wise provisions but never became effective. One notable provision was that "no person on account of sex, shall be disqualified to enter upon and pursue any lawful business, avocation, or profession." Governor Ferry was succeeded by Gov. William A.

Newell, of New Jersey. On his retirement to private life Governor Ferry removed to Seattle and resumed his practice of law, becoming a member of the law firm of McKnaught, Ferry, McKnaught and Mitchell. In September, 1887, he retired from practice and became associated with the management of the Puget Sound National Bank, as its vice-president. In September, 1889, he was recalled to public life by his nomination as first governor of the State of Washington, by the Republican party, and was elected 1 Oct., of that year. On 11 Nov., 1889, the territorial gave place to the new State government, and Gov. Miles C. Moore, the last of territorial executives, gave way to Governor Ferry, who was to be the first governor of the State. After serving in that office for four years, until 11 Jan., 1893, with his usual capability and honesty, he retired from public life. Governor Ferry was a member of the first Republican convention ever held in the United States. On the day of his retirement from the office of governor, the following editorial comment appeared in the "Post Intelligencer," the leading Republican newspaper of the State: "He has much more than met the high expectations of his friends. His official term has included some trying experiences, but in every instance Governor Ferry has discharged his responsibilities with wisdom and dignity, tact, firmness, probity, and resolution. He retires to private life followed by the hearty plaudits of his fellow citizens of all parties, who tender him their best wishes for happiness and comfort during all the years that are to come to him."

RUBIN, William Benjamin, lawyer, author, and sociologist, b. in Borispol, Government of Poltava, Russia, 1 Sept., 1873, youngest child of Henri and Bertha (Bernstein) Rubin. He was about nine years of age when he was brought, by his parents, to America. Consequently, most of his life has been spent in this country. Always bookish in his tastes, he early manifested a desire for knowledge, and through close application, strong concentrative ability, and quick perception completed the regular high school course in the short space of two years. After completing the course in the public schools of Milwaukee, he entered the engineering department of the University of Wisconsin, where he studied for three years, and then attended the University of Michigan, from which he received his literary and law degrees. He then returned to Milwaukee, where he was admitted to the bar, and established himself immediately in the practice of his profession. From a small beginning, his clientele has grown until he now maintains one of the largest law offices in the State of Wisconsin. His reputation as a lawyer of ability and integrity has traveled far, and in certain fields of the law he has an interstate, if not a national, reputation. He is engaged in general practice, and has been eminently successful as a trial lawyer, in civil litigation as well as in criminal cases, and he has, without doubt, conducted more jury trials, has tried more homicide cases and secured more acquittals, than any other attorney in his State. He has not confined himself to court work merely. As a consulting attorney and along commercial lines, he has achieved a reputation second to none. Above all, Mr. Rubin is the attorney for the people, and the champion of organized labor. Realizing the world-old struggle of the working-classes, and the bitter injustice that has been heaped upon those who toil, he has made their cause his own, and has been instrumental in securing from the courts new and progressive decisions which are of inestimable value and wide-reaching significance. As was well said by one of the justices of the Supreme Court of Wisconsin, he has done more to change the law of master and servant as interpreted by the bench of the State than any other lawyer in Wisconsin. He has, in particular, directed his efforts against the use of contempt proceedings in strikes, and against the injunction, and in a large measure, he has revolutionized the world of capital and labor by summoning to his aid, and using in labor's service these weapons, formerly considered the legitimate property of, and for use solely by, employers. Through his exertions they have been found equally available as instruments of offense and defense in the hands of the workman seeking justice. All this he has done without a retainer, having steadfastly refused all remuneration from organized labor. Mr. Rubin, though known as a fighter in court, is, nevertheless, a man of peaceful inclinations, favoring principles of arbitration and methods of conciliation wherever possible. Through his wise counsel and direction, and his splendid exercise of common sense, many serious situations have been averted, and matters in controversy compromised to the satisfaction of all concerned. However, when definite principles are at stake, when it is clearly a matter of sacrificing honor or fighting to the bitter end, then is the time that Mr. Rubin manifests that firmness of character and able generalship which have meant so much to the cause of labor. Part of the year 1913 Mr. Rubin spent abroad, studying labor conditions and unionism in various countries. On his return, he wrote for the "International Molders Journal," a series of articles which set forth his observations in the various countries which he visited in Europe, bearing upon the relationship between capital and labor, the theories of organized labor, and the policies and methods by which the workmen in the several countries have endeavored to work out their industrial problems. These articles are so masterly in their conception, display such a keen psychological understanding of human nature, and have created so much favorable comment among those privileged to read them, that Mr. Rubin has been induced to have them published in book form. The volume is entitled "The Toiler in Europe." During 1915 a serial story from his pen appeared monthly in one periodical, while numerous articles, essays, and short stories—all in connection with his favorite subjects, "Organized Labor," "Unionism," and "The Man Who Labors," have been contributed to magazines throughout the country. Conscientious in anything that he undertakes, he gives his readers nothing but the best, and everything that he writes contains some moral, some thought that they can take with them and ponder over. Although Mr. Rubin does not believe in private charity, his hand is ever in his purse to



Andrew Squire

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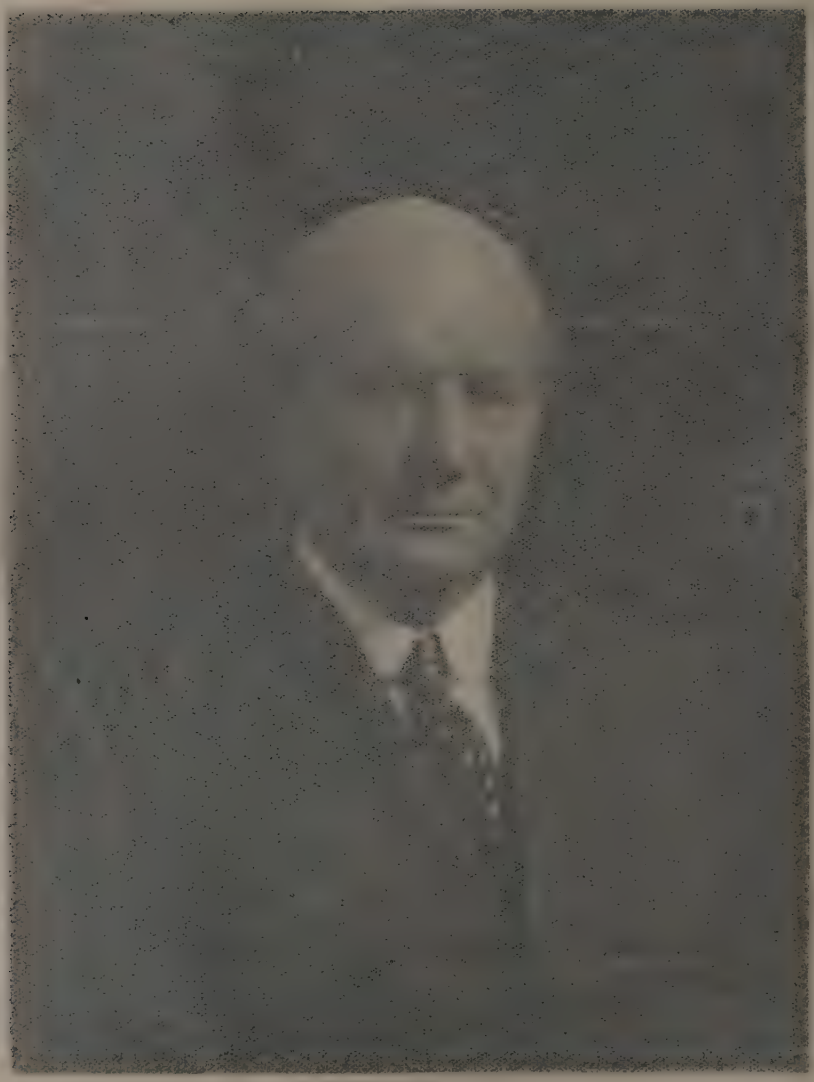


alleviate the misery of the poor, and he gives, not only of his worldly goods, but of himself. In his works of benevolence and charity, he was always most ably assisted by his charming wife, who was his real partner in all his thoughts and deeds, until her death. In honor of her memory, Mr. Rubin endowed a number of charitable beneficences. Mr. Rubin has been a moving spirit in the foundation and maintenance of some of the most important public and charitable institutions in the city of Milwaukee; he was the prime factor in the organization of the Union Bank of Milwaukee, a bank which has the unique distinction of being the only one in the United States which is controlled by and under the direction of those who sympathize with organized labor. A number of labor unions are stockholders, and the bank, which is still young, gives every promise of becoming an element of importance in the financial world. Often "big business" corporations have approached Mr. Rubin with offers of large retainers which, no doubt, would have proved irresistible to many, but true to his ideals, he has steadily refused to subsidize either his conscience or his services, preferring to remain free to fight for the right in each instance, as he sees it, more often than not without retainer of any sort. Although he has always had definite and decided views on all matters of public concern, whether local or national, he has not been active politically, but in keeping with his tolerant views, the man or measure which to him seems best, irrespective of party politics, always receives his support. He is most progressive, in fact, may be said to be considerably in advance of his time; the reforms and measures which he advocates are bound to become realities at some time in the future, and many of the laws on the statute books of the State have had his authorship. Mr. Rubin is also a dreamer—not a visionary—the type of man who sees what the world needs to make it a better place for humanity, and then proceeds to build foundations beneath his "castles in the air." He combines within himself those qualities so rarely found in company, for he is at once an idealist and a man of practical judgment, one who sees conditions as they are, yet, at the same time, with keen insight, has complete realization of what they should be, and can bridge the gulf with suggestions applicable to present-day problems. Until the time is ripe for the fulfillment of his ideal, he has some tangible solution for immediate difficulties, something whereby suffering mankind is to benefit and progress at least one step forward toward the goal of human happiness and right living. He has always been identified with the real, the big things of life. An understanding of the character of the man, however, may best be gained, perhaps, from the words of one of the big leaders in the labor world, who wrote of him: "I look upon him (Mr. Rubin) as one of the most useful men in America, and I am convinced that he is writing himself deeply into the history of our development toward industrial justice. I have met a number of exceedingly able lawyers, but Rubin exceeds them all in the clearness of his reason, soundness of mind, knowledge of things as they are, and resourcefulness in fighting for the right." Mr. Rubin married 12 Sept., 1897, Sonia Mesirow, of Milwaukee. She died 12 April, 1915, leaving one son.

SQUIRE, Andrew, lawyer, b. in Mantua, Ohio, 21 Oct., 1850, son of Dr. Andrew Jackson and Martha (Wilmot) Squire. Through both his parents he is descended from the earliest English settlers in New England, most of the family having been residents of Connecticut. His father, although by profession a physician, was a member of the Ohio State legislature during 1860-61, and always prominent in public affairs. Mr. Squire first attended school at Mantua and Hiram, then entered the Western Reserve Eclectic Institute, at Hiram, Ohio. Like his father, he at first intended becoming a physician, and even began his medical studies in Cleveland, but a preference for the law having manifested itself, he devoted his leisure time to its study. Later he continued his education at Hiram College, and was graduated there in 1872. Some months later he began a regular course of study for the bar in the office of Cadwell and Marvin, in Cleveland. In the following December he was regularly admitted to practice, and when, at this time, Mr. Cadwell, the senior member of the firm, was elevated to the Common Pleas bench, Mr. Squire entered into partnership with Mr. Marvin, forming the firm of Marvin and Squire. Later Lieut.-Gov. Alphonso Hart entered the firm, whereupon it became known as Marvin, Hart and Squire. This association came to an end in 1878. Other associations were then entered into: first the firm of Estep, Dickey and Squire and finally, the present partnership, Squire, Sanders and Dempsey, formed in 1890. Mr. Squire has specialized in the practice of corporation law, in which he is one of the most prominent members of the Ohio bar. Among his clients are some of the largest corporate interests of the State. He has also become identified with some of them in the capacity of stockholder and official. He is president of the Cleveland and Pittsburgh Railroad Company; a director of the Bank of Commerce, the National Association, the Citizens' Savings and Trust Company, the People's Savings Bank Company, the Cleveland Stone Company, the National Carbon Company, the National Artificial Silk Company, and the Linde Air Products Company. Mr. Squire has always been actively interested in politics, being allied with the Republican party, but has never been a candidate for public office. In 1896 he was a delegate to the Republican National Convention, at St. Louis. In Masonry he has risen to the highest honors, having attained the thirty-third degree. He is president of the Union Club; has served as president of the Country Club; and is a member of the Rowfant, University, Tavern, Chagrin Valley Hunt, Mayfield Country, Shaker Heights Country, Roadside, Ottawa Shooting, Cleveland Athletic, Middle Bass, University (New York), and the Columbus (Columbus, Ohio) Clubs. He is also a member of the International, the American, the Ohio State, and Cleveland Bar Associations; a member of the Cleveland Chamber of Commerce and the Cleveland Chamber of Industry, the Electrical League of Cleveland, the

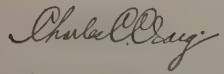
Ohio Society of the Sons of the American Revolution, the Ohio Society of New York, vestryman of Trinity Cathedral, trustee of the Garfield Memorial Association, trustee of the Western Reserve University, of Hiram College, and of the Case Library. In 1873 Mr. Squire married Ella, daughter of Ebner Mott, of Hiram, Ohio. She died in 1895, being survived by a son and a daughter, who have since died. On 24 June, 1896, he married Eleanor, daughter of Belden Seymour, of Cleveland, Ohio.

CRAIG, Alfred M., jurist, b. in Edgar County, Ill., 15 Jan., 1831; d. in Galesburg, Ill., in 1911, son of David and Minta (Ramey) Craig. His grandfather, Thomas Craig, was a native of Ireland, who came to this country in the early part of last century, and settled in Philadelphia. His mother was the daughter of Sinot Ramey, a Virginian, who had been associated with Daniel Boone, Simon Kenton, and others of the Kentucky pioneers; one of the middle class in the South, which had no proprietary interest in slavery and was strongly opposed to the institution. At just about the time that Judge Craig was born and during his early childhood there was a very pronounced exodus from Kentucky and Tennessee into territory further north. Among these emigrants were the parents of Abraham Lincoln and others, who were afterward prominent in the history of the Northwestern States. Among these, also, was the Craig family, which settled in Fulton County, Ill., and set about carving a home out of the wilderness. It was in this rugged environment that Judge Craig spent his boyhood, meanwhile attending the district school. In 1848 he began preparing for Knox College, where he was graduated in 1853. Law schools were unknown in those days, certainly in that part of the country, so young Craig entered the law office of William C. Goudy, at Lewiston, Ill. Within a year he was able to pass the examinations necessary to admission to the bar, after which he opened his own office in Knoxville, Ill., the county seat of Knox County. In those days it was the custom for the lawyers to ride the circuit with the judge, and so it was that Knoxville was frequently visited by Lincoln, Douglas, Palmer, and other pioneer lawyers, who afterward inscribed their names in large letters in the nation's history. In 1856 Mr. Craig was appointed State's attorney for the unexpired term caused by the resignation of William C. Goudy. Five years later he was elected county judge of Knox County. In 1870 he was a

member of the constitutional convention, which drafted the present Constitution of Illinois. In this work he took a very prominent part, especially in preparing the articles providing for the judiciary and county governments, which were based on a compromise between the old Virginia county and the New England township systems. Judge Craig, both as a lawyer and a judge, was connected with many important cases, some of which attracted national attention in their time, and are remembered in the State to this day. One of these was the De Hague case, involving a political murder, which was brought to Knox County on a change of venue from Henderson County. In the trial Judge Craig was the counsel for the defendant, and was able to secure the acquittal of his client. He was also counsel in the litigation over the removal of the county seat from Knoxville to Galesburg, and assisted in the prosecution of Osborne who was tried, convicted, and executed for murder, this being the only recorded legal execution in Knox County. In 1873 Judge Craig was elected to the bench of the Supreme Court, being re-elected in 1882, and again in 1901. Altogether he served in this capacity for twenty-seven years. Among the cases in which he rendered decision during this period was that of the People vs. Wabash Railroad Company, in which was established the principle that a State legislature has the right to supervise and adjust the rates of common carriers, whether such carriers were incorporated under the laws of that State, or of some other State. The decision in this case was taken into consideration in fixing the provisions of the interstate commerce laws subsequently enacted. Another case of far-reaching importance in which Judge Craig presided was that of the Illinois Central against the city of Chicago, in which it was contended that the act incorporating the Illinois Central Railroad Company, and granting it a strip of land 200 feet wide, for right of way, and providing that the railroad might take possession of any land, streams, and water privileges along the right of way for railroad purposes, did not include possession of the submerged lands lying along the lake front in Chicago adjacent to the right of way. The decision handed down by Judge Craig secured the lake front lands to the people. The last notable public work in which Judge Craig participated was as a member of the State Tax Commission appointed by Governor Deneen to revise the revenue laws of the State. Judge Craig was one of that class of rugged frontiersmen which was represented in the professions by such men as Lincoln, and who lived during the transition period which saw the wilderness transformed into civilized communities. Of such men was the Supreme Court of Illinois constituted. They had been raised among the hardships and privations endured by the pioneer families and they were well fitted to construe the law which had so much to do with the growth and development of the State. And of this group Judge Craig was almost the last one to pass away. In 1900 he retired from the bench and devoted his time to his private interests, banking and farming, as well as to such activities for the good of the community not in-

volving continuous effort. On 4 Aug., 1856, he married Elizabeth P. Harvey.

CRAIG, Charles C., jurist, b. in Knoxville, Ill., 16 June, 1865, son of Alfred M. and Elizabeth (Harvey) Craig. His father, Judge Alfred M. Craig, was also a lawyer and for twenty-seven years a justice of the Supreme Court of the State of Illinois. He attended the public schools of Knoxville, and later, Knox College and Notre Dame University. In 1883 he received an appointment to the U. S. Naval Academy at Annapolis, where he completed the course. He was, however, a youth of too active a temperament to be content with a profession in which accomplishment depended on a war which might never occur. Consequently, he resigned, determined to enter his father's profession. He began preparing for his legal career in the office of Stevenson and Ewing, in Bloomington, Ill., also attending the Bloomington Wesleyan Law School. In 1888 he was admitted to the bar, and began practice at Galesburg, Ill. Being possessed of an infinite amount of energy and never fearing hard work, he entered actively into the political and business affairs of his community, and soon had an extensive practice in all the courts of the State, and, later, also, in those of other States. Among his more prominent cases was the Harrison Weatherly case, which passed through all the courts, and involved the title to over 150 quarter sections of land in different counties of the military tract, the Knox County graft scandals, etc. In 1898, and again in 1900, Mr. Craig was elected a member of the general assembly. During both terms he served on the Committee of the Judiciary, and assisted in drafting and revising all of the important laws passed by the house. In 1904 he was appointed a member of the Illinois State Commission to the Louisiana Purchase Exposition, at St. Louis, in which he was chairman of the Committee on Agriculture. He was instrumental in having prepared an exhibit which far surpassed anything previously shown, illustrating the resources of the State and the scientific treatment of soils and crops. Outside of his professional activities, he was closely associated with his father in banking, farming, and various other business enterprises. On the death of his father, in 1911, he succeeded him as director and president in several banking institutions and also took over his law practice. In 1912 he was a delegate to the National Democratic Convention at Baltimore. In 1913 Mr. Craig was elected to the bench of the Supreme Court of Illinois, on which his father had served so illustriously, and in 1916 he became chief justice. On the outbreak of the Spanish-American War, Judge Craig, mindful of the training he had received from the nation, organized a battery of artillery, of which he was elected captain. By the time the company was ready for active service, however, hostilities had terminated. The command continued in the National Guard of Illinois for several years thereafter. During this period Captain Craig passed through the intermediate grades to the rank of colonel and became chief ordnance officer, on account of his expert knowledge of gunnery. Judge Craig, since his election to the Supreme Court, has made his personality strongly felt, and has done his full share in establishing and maintaining the dignity of the tribunal in the estimation of the people. His opinions show not only a thorough and a scholarly knowledge of the law, but also an intimate acquaintance with the changing conditions, brought about by the economic and industrial development of the State of which his father was one of the early pioneers.



MITCHELL, Silas Weir, physician and author, b. in Philadelphia, Pa., 15 Feb., 1829; d. there, 4 Jan., 1914, son of Dr. John Kearsley and Matilda (Henry) Mitchell. His father, a medical practitioner and professor in Jefferson Medical College, wrote several poems and short stories of considerable merit. S. Weir Mitchell was educated in the grammar schools of his native city and at the University of Pennsylvania, but left during his senior year on account of illness, and was graduated at Jefferson Medical College in 1850. Dr. Mitchell had attained a high reputation by his physiological researches, and early began the publication of papers on this subject. His first investigations were largely devoted to the chemical nature of the venom of serpents, and he issued, through the Smithsonian Institution, "Researches on the Venom of the Rattlesnake," with an investigation of the anatomy and physiology of the organs concerned (1860), and, with George R. Morhouse, "Researches on the Anatomy and Physiology of Respiration in the Chelonia" (1863). During the Civil War he had charge of the U. S. army hospital wards for diseases and injuries of the nervous system at Turner's Lane Hospital, Philadelphia, Pa., and was associated at that time in the preparation of valuable papers on "Reflex Paralysis," "Gunshot Wounds and Other Injuries of Nerves," and "On Malingering, especially in regard to Simulation of Diseases of the Nervous System." Subsequently he became president of the Philadelphia College of Physicians. His papers treated chiefly of physiology, toxicology, and nervous diseases, on which subjects he was an acknowledged authority. He received the degree of LL.D. from Harvard in 1886, from Edinburgh in 1895, Princeton, 1896, Toronto, 1906, Jefferson Medical College, Philadelphia, 1910. He received the honorary degree of M.D., from the University of Bologna (1888). He was a member of the British Medical Association, the American Neurological Association, of which he was president 1908-09, the American Philosophical Society, the London Medical Society, the New York Academy of Medicine, the Maine Academy of Science, and the American Academy of Rome.

He was a fellow of the Philadelphia College of Physicians, the American Academy of Arts and Sciences, the Royal Society of London, the Royal Medical Society, and honorary foreign fellow of the Royal Society of Literature of the United Kingdom. He was foreign correspondent and associate of the French Academy of Medicine, corresponding member of the Academy of Sciences of Bologna, Gesellschaft Deutscher Nervenartze, foreign associate of the Royal Medical Society of Norway, and corresponding associate of "Der Verein fur innere Medicin," Berlin. He was also an honorary member of the Royal Academy of Medicine, Rome, and of the Academy of Sciences, Sweden. He was president of the American Association of Physicians and Pathologists in 1886, and of the Congress of American Physicians and Surgeons in 1891. He became a Companion of the Loyal Legion of the United States in 1887. He delivered various orations and addresses before medical faculties, and the titles of his papers exceed one hundred in number. Dr. Mitchell first turned his attention to fiction during the Civil War, when he wrote, "The Children's Hour," the sales of which were in aid of the Sanitary Commission Fair in Philadelphia. Subsequently he wrote short stories for the Children's Hospital, and in 1880 published his first novel. Since then he also produced several volumes of verse. His works include, "The Wonderful Stories of Fuz-buz the Fly, and Mother Grabem the Spider" (1867); "Wear and Tear, or Hints for the Overworked" (1871); "On Injuries of the Nerves and Their Consequences" (1872); "Fat and Blood, and How to Make Them" (1877); "Nurse and Patient, and Camp Cure" (1877); "Diseases of the Nervous System, Especially of Women" (1881); "Hephzibah Guinness," "Thee and You," and "A Draft on the Bank of Spain" (1 vol., 1880); "The Hill of Stones and Other Poems" (1882); "In War-Time" (1884); "Roland Blake" (1886); "A Masque and Other Poems" (1887); "Prince Littleboy and Other Tales Out of Fairyland" (1888), and "Doctor and Patient, a Series of Essays" (1888); "Far in the Forest, a Story of the Pennsylvania Woodlands" (1888); "Cup of Youth, and Other Poems" (1889); "A Psalm of Deaths; François Villon, and Other Poems" (1890); "The Disorders of Sleep" (1890); "Precision in Medicine" (1891); "Characteristics: a Novel" (1892); "Francis Drake: A Tragedy of the Sea" (1893); "The Mother, and Other Poems" (1893); "The Conduct of the Medical Life" (1893); "Clinical Lessons Given at the Infirmary for Nervous Diseases" (1893); "Erythromelalgia" (1893); "Address Before the American Medico-Psychological Association" (1894); "Mr. Kris Kringle" (1896); "Collected Poems" (1896); "Madeira Party" (1897); "The Relations of Nervous Disorders in Women to Pelvic Disease" (1897); "Hugh Wynne" (1898); "Adventures of François" (1899); "Dr. North and His Friends" (1900); "Autobiography of a Quack" (1900); "The Wager, and Other Poems" (1900); "Selected Poems with Ode on a Lycian Tomb" (1900); "The Physician" (1900); "Circumstance" (1901); "When All the Woods Are Green" (1901); "New Samaria and a St. Martin's Summer" (1901); "The Muscular Factors Concerned in Ankle Clonus" (1902); "Nurses and Their Education" (1902); "Comedy of Conscience" (1902); "Little Stories" (1903); "Youth of Washington" (1904); "The Evolution of the Rest Treatment" (1904); "Ailurophobia" (1905); "Address to the School of Nursing of the Presbyterian Hospital, New York City" (1905); "Constance Trescot" (1905); "A Diplomatic Adventure" (1905); "Pearl" (1906); "Address to the Nurse Graduates of the Philadelphia Orthopedic Hospital" (1906); "Some Memoranda in Regard to William Harvey, M.D." (1907); "The Mind Reader" (1907); "The Red City" (1907); "Treatment by Rest, Seclusion, Etc." (1908); "Ataxia—from Emotion" (1909); "Address to the American Neurological Association" (1909); "Address before the Medical and Chirurgical Society of Maryland on the occasion of the Dedication of Its Building" (1909); "Address at Opening of New Hall of the College of Physicians of Philadelphia" (1909); "The Comfort of the Hills, and Other Poems" (1910); "John Sherwood, Ironmaster" (1911). Dr. Mitchell always was intensely interested in children, and when his book, "The Children's Hour," appeared in 1872, he was called upon for more such stories for children. Throughout his entire life children figured prominently. He was said to have been the first to urge the medical inspection of school children. He also traced the headaches of children to abuse of their eyes. Many of the advanced ideas in the treatment of children now in practice have been attributed to him. Dr. Mitchell's fiction was of an endearing quality. At a dinner of the Pennsylvania Alumni held in New York City on 10 Feb., 1912, he told how he came to be a writer of fiction. He said: "When success in my profession gave me the freedom of long summer holidays, the despotism of my habits of work would have made entire idleness mere ennui. I turned to what except for stern need would have been my lifelong work from youth—literature—and bored by idleness wrote my first novel. There is a lesson for you—never be idle. In any land but this such an experiment as a successful novel would have injuriously affected the professional career of a medical consultant, or so I was told by an eminent English physician. I need not say that this is not the American way of looking at life. If you give your best to medicine and the law, you may write novels or verse, or play golf or ride the wildest colt of hobbies." On 1 June, 1916, the dispensary building at Seventeenth and Summer Streets, Philadelphia, Pa., was formally dedicated in his memory. Dr. Mitchell was one of the founders of the Orthopedic Hospital and Infirmary for Nervous Diseases with which the dispensary is connected. The dedication address was delivered by the dean of American surgeons, Dr. William W. Keen, who was a class friend and associate of Dr. Mitchell's for a period of fifty-three years. In his address the renowned surgeon paid an eloquent tribute to his departed friend. "I have always felt that my intimate acquaintance with Weir Mitchell was the first of three epochal events of my life," Dr. Keen declared. Referring to their early acquaintance, he con-

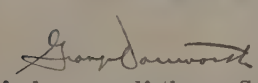
Stevenson Burke.

'The stimulus and direction of my ... al life began in these days with him ... t factor. I owe always gladly ... this great debt. I have met and ... many of the best in medicine in America and Europe, and I say unhesitatingly that Weir Mitchell was the most original, fer-...

Every ... and ... accepted, every ... ...

tinued: "The stimulus and direction of my professional life began in those days with him as a dominant factor. I have always gladly acknowledged this great debt. I have met and known many of the best in medicine in America and Europe, and I say unhesitatingly that Weir Mitchell was the most original, fertile, alert medical man I have ever known, either here or abroad. His very touch was vibrant with the restless mental forces within him. Every institution with which he was connected, every committee of which he was a member, took on a new and vigorous life. The University of Pennsylvania, the College of Physicians, the Directory of Nurses, the Philadelphia Library, and, in later life, the Carnegie Institute and this hospital, all felt the throb of his genius." Dr. Mitchell was twice married: first, on 30 Sept., 1858, to Mary Middleton Elwyn, who died on 21 Sept., 1862. They were the parents of two children: John Kearsley and Langdon Elwyn Mitchell. Dr. Mitchell married again on 23 June, 1875, Mary Cadwalder, and they had one daughter.

DONWORTH, George, lawyer and jurist, b. in Machias, Me., 26 Nov., 1861, son of Patrick Enright Donworth, a native of Ireland, who settled in Machias in 1833, and was there engaged in business as a merchant, lumber manufacturer, and shipowner. His mother, whose maiden name was Mary Eliza Baker, was of Puritan stock, a descendant of Richard Baker, who came from England to Massachusetts in 1640 and settled in Dorchester. Her parents were Edward Baker and Susan Gilman (Young) Baker, and both of her grandfathers, Samuel Baker and Jeremiah Young, were soldiers in the Revolution. George Donworth, after attending the public schools in Machias, entered Georgetown College, where he was graduated in 1881. He then studied law in the office of his brother, John P. Donworth, at Houlton, Me., and was admitted to the bar in 1883. After four years' practice at Fort Fairfield, Me., he removed to Seattle, Wash., in 1888. Two years later he was elected a member of the charter commission of fifteen to frame the first charter for the city of Seattle under the new State government. In 1892 he was chosen corporation counsel of Seattle, serving two years. Mr. Donworth was president of the Washington State Bar Association in 1889-1900, and in 1908-09 was a member of the Seattle school board. He was appointed U. S. district judge for the western district of Washington in 1909, resigning in 1912 to resume the practice of law. For a number of years Mr. Donworth was associated in practice with ex-U. S. Senator Samuel H. Piles and James B. Howe under the firm name of Piles, Donworth and Howe, and later formed the law firm of Donworth and Todd. He is a member of the Rainier, University, College, Seattle Yacht, and Seattle Golf and Country, and many other exclusive clubs. On 22 Aug., 1889, he married at Houlton, Me., Emma Laura Tenney, daughter of Charles P. Tenney, of Houlton, and they have three children, Charles Tenney, Robert Baker, and Mary Donworth.



BURKE, Stevenson, lawyer, judge, and railway magnate, b. in St. Lawrence County, N. Y., 26 Nov., 1826; d. at Washington, D. C., 24 April, 1904. In 1834 the family removed

to the State of Ohio, settling on a small farm near New Ridgeville, Lorain County. Here he spent his boyhood days, working with his father, receiving, meanwhile, the usual country school education. The rugged constitution, ideals of honesty and integrity, industry, and thrift, were the only heritage of his parents. With high aspirations, born of the spirit of his new home, he early learned to shoulder the responsibilities of self-support and of securing a higher education. As a means to an end, he taught school for several terms, beginning at seventeen years of age. In 1846 he entered Ohio Wesleyan University, at Delaware, but was unable to complete his course. Choosing the law as his life work, he entered the office of Horace D. Clark, at Elyria, where he began the study of law. He became an industrious, thorough student, laying his foundation deep and broad. Shortly after his admission to the bar, in August, 1848, he formed his first partnership with Mr. Clark. In this formative period of his legal career, he manifested exceptional abilities and his practice, at the age of twenty-six, exceeded that of any lawyer in Lorain County. His reputation for thoroughness of preparation, clear insight into the intricacies of the case in hand, logical and convincing presentation of the facts, to the jury or court, soon made it essential to retain him in cases taken from his home county to the Supreme Court. In 1861 Mr. Burke was elected to the common pleas bench of the Fourth Judicial District of Ohio, taking his seat on 9 Feb., 1862. Judge Burke was re-elected, but only served a portion of his second term, retiring on 9 Feb., 1869. His successor on the bench, Judge Boynton, said of him: "As a common pleas judge, Judge Burke excelled. He was notably a good judge in the trial of jury cases. He made the questions involved in the issue between the parties

very clear to a jury in the instructions that he gave. He never adopted the practice of reading long pleadings to a jury in order to advise them what the issue was, but in a few terse sentences would state to the jury the issues involved and the questions the jury were called upon to decide, ridding it of all extraneous matter. He was also a good judge upon the equity side of the court. He was especially kind to the younger members of the profession while he was on the bench." Cleveland became the home city of Judge Burke, by adoption, in 1869. "Here he entered upon a career that has had few parallels in the history of the bar of the State of Ohio," said one of his contemporaries. "He participated in many cases involving vast interests and conducted all with such striking ability, that his reputation soon passed the bounds of his own city and State and he became a national character." Judge Burke was associated, at various times, in the practice of law in Cleveland, with Franklin T. Backus, E. J. Estep, W. B. Sanders and J. E. Ingersoll. The memory of Judge Burke was one of his most remarkable characteristics. It is to this one faculty, perhaps, more than to any other, that his preeminence as a lawyer is due. One who knew him intimately, referring to this gift, said: "He had the greatest memory of any man that I ever came in contact with. For instance, he could quote you a decision from the Supreme Court of the United States, or the Supreme Court of Ohio, in any important case; he could tell you the book it was in, the page of the book, the judge who delivered the opinion, and he could cite you, very nearly verbatim—this is no exaggeration—section upon section of the decision." Besides possessing a rare legal mind, Judge Burke had a large talent for big business. Railroad litigation soon led him into railroad ownership, and he became recognized as one of the largest and ablest of the railway owners and capitalists of the West. As the general counsel, for many years, for the Cleveland, Columbus, Cincinnati and Indianapolis Railway, he was a member of its board of directors, chairman of its financial and executive committees, and also served as vice-president of the company. He also acted as the chief executive and second officer of the Indianapolis and St. Louis Railway Company, and for years was connected with the directorates of the Cincinnati and Springfield, the Dayton and Michigan, the Cincinnati, Hamilton and Dayton, the Cincinnati, Hamilton and Indianapolis, the New York, Chicago and St. Louis, and the Central Ontario Railroad Companies. For the general betterment of railway conditions in the Middle West, Judge Burke brought about the consolidation of certain weak roads in this section with the Columbus, Hocking Valley and Toledo Railway. This was a great work well done. After its completion he continued as its president and vice-president, at various times, while co-operating in all important movements of the corporation. This achievement is an instance of Judge Burke's genius for big business. William H. Vanderbilt, knowing Judge Burke's ability in railway matters, persuaded him to conduct the negotiations for the purchase of the New York, Chicago and St. Louis Railway, known as the Nickel Plate. Judge Burke, for many years, was the president of the Toledo and Ohio Central, the Cleveland and Mahoning Valley, the Kanawha and Michigan, and the Central and Ontario Railway Companies. Besides his activities in the railway field, he employed his genius in the development of other large enterprises. For years he was the president and one of the largest stockholders of the Canadian Copper Company, a concern which owned the largest nickel mines in the world and furnished large quantities to the United States government, for use in the construction of nickel steel armor. Not long after the consolidation of the Hocking Valley system, Judge Burke was attacked by Eastern capitalists, whose plans had been disarranged by this genius of the Middle West. Inspired by a clear conscience and a just cause, Judge Burke conducted his own case through a long and bitter fight, defeating his opponents at every turn. His vindication may be best expressed in the words of James H. Hoyt, counsel for the Hocking Valley Road, one of the plaintiffs in this celebrated case: "I remember, with a great deal of pleasure, when I became the counsel of the Hocking Valley Road, looking over all the papers in a suit then pending, of the Central Trust Company of New York, against Judge Burke. I made a careful study of the entire transaction, and advised my clients that there was absolutely nothing improper in it. It was a transaction that could be vindicated, and I advised the dismissal of the suit; and I shall never forget the pleasure with which I went up to Judge Burke's office and told him I had made a careful study of it, had considered very carefully the decision of the arbitrators in the original case, that I had examined the decision in the Circuit Court of Appeals, and I considered that there was nothing there to base an action on, and I had advised the dismissal of it; and that was the end of the so-called Hocking Valley litigation, so far as Judge Burke was concerned." James C. Carter, of New York, then the leading member of the bar of the country, and one of the final arbitrators, who rendered the decision in the Hocking Valley case, said: "Not only is Judge Burke not to be blamed, but he is to be praised for the plan that he evolved. There was no fraud whatever in the transaction and it was only a mighty genius that could evolve such a transaction and make the money that he did." In all matters of public and private benefactions, Judge Burke was a model of generosity. Not only was he painstakingly careful to aid, in all wise ways, his kith and kin, but the helping hand was extended to many outside of the family circle, and always without ostentation. He was always interested in public questions of vital import, whether in art, education, finance, or matters of state. He was the ruling spirit in the Cleveland School of Art, and sought in many tangible ways to further the progress of his home city. While not a member of any denomination, he was a liberal supporter of several churches in which he took a special interest, as attested by appreciative resolutions passed at his death. He was a Christian gentleman whose example was well worthy of emulation. On 28 April, 1849, he married Parthenia Poppleton, daughter of Rev. Samuel

Ella M. Burke

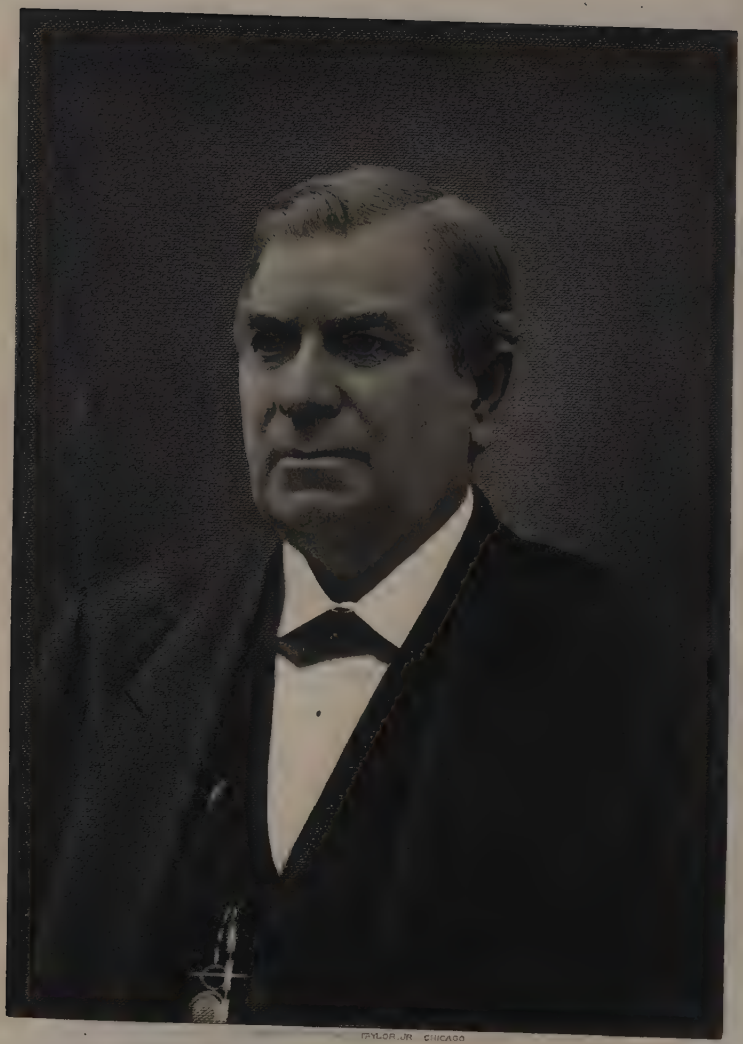
Poppleton, of Richland County, Ohio. She died 7 April, 1878. On 22 June, 1882, he married Mrs. Ella M. Southworth, of Clinton, N. Y., eldest daughter of Henry C. Beebe, formerly of Westfield, Mass. His widow is an active leader in charitable and other good works in the city of Cleveland, taking an especial interest in the Cleveland School of Art, in which she is president of the board of trustees.

PETERS, Edwin C., banker, b. in Chester County, Pa., 23 Oct., 1836, son of Robert P. and Elmira (Gregg) Peters. He was educated in the district schools and at the Pennsylvania Normal School at Millersville, later taking up the study of law at the Normal Law School, Poughkeepsie, N. Y., and completing the course in 1857. For one year after his graduation he was a clerk in the office of A. P. Floyd, at Niagara Falls, N. Y., and then entered into partnership with H. N. Griffith for both legal practice and general insurance business. At the beginning of the Civil War, in 1861, Mr. Peters was appointed by President Lincoln deputy United States marshal "for the arrest and detention of persons of known notorious disloyalty who were seeking to escape into Canada." After a few months William H. Seward, then Secretary of War, revoked the order for this special service, and Mr. Peters was commissioned deputy collector of customs at Niagara Falls. He filled the latter position until the spring of 1870, when, having disposed of his business interests in the East, he resigned and removed to Sioux City. In his new home he became identified with the banking business of Weare and Allison, particularly in connection with their insurance branch. A year and a half after his arrival in Sioux City, in connection with George Murphy, he purchased the insurance business of the bank, and soon afterward established the first savings bank of Sioux City, becoming its vice-president. Two years later the bank was merged into the Sioux National Bank, then being organized. About that time Mr. Peters sustained an injury to his head which unfitted him for business for nearly three years. He went to the Black Hills in 1877, having been appointed the first treasurer of Pennington County, S. D. Later he served there as probate judge, but with this brief interruption he has lived continuously in Sioux City. In 1872 Mr. Peters purchased a large tract of land about a mile and a half southeast of the city limits, and with others who had come from Niagara Falls to the West he established a settlement to which he gave the name of Morningside. There he again took up his abode after his return from the Black Hills in 1878. Today this suburb is one of the most beautiful sections of Sioux City, its growth and improvement being largely due to the efforts and enterprise of Mr. Peters. He became president of the Sioux City Rapid Transit Company, which was organized in 1888 and which built a motor line between Morningside and the county seat. In 1890-91 the company built a mile and a half of connecting elevated railroad at a cost of $400,000, thus enabling them to operate their cars direct from Morningside to the center of Sioux City. Mr. Peters became one of the directors of the Northwestern National Bank of Sioux City in 1893 and is still on the board. He has been president of the State Savings and Loan Association for twenty-four years and president of the Morningside Bank since its organization. He is also the chief executive officer of Peters, Guiney, McNeil and Powell, a firm doing an extensive rental, loan, and insurance business, and president of the Graceland Park Cemetery. Upon the organization of the University of the Northwest at Morningside, now known as Morningside College, he was made vice-president and chairman of the executive committee. Mr. Peters has been most generous in his gifts to the city, one of which was a park which he laid out in 1889, and after caring for this for ten years he presented it to the city. It was given the name of Peters Park. The first improvement association of Sioux City was organized at Morningside and Mr. Peters remained its president for a number of years. He was president of the Sioux City Park Commission from its organization until the adoption by the city of the commission form of government three years later. He was also treasurer of the city schools for fifteen years, during which time he handled over $5,250,000. Upon his retirement the school board unanimously passed complimentary resolution. Mr. Peters has been president of the Humane Society, the Visiting Nurses Association, and other organizations of similar character, and throughout his life, as his means have permitted, he has given generously to charitable and benevolent work. He has now passed the eightieth milestone on life's journey, but his old age suggests neither idleness nor want of occupation. There is an old age which grows stronger mentally and spiritually as the years pass, and gives out of its rich stores of wisdom and experience for the benefit of others. Such is the record of E. C. Peters, whose life has been in very many ways an inspiration to the community in which he has lived and to the people with whom he has come in contact. Mr. Peters married, 17 Nov., 1864, Sarah, daughter of Benjamin Reynaldson Scott, of Niagara Falls, N. Y. Her father, a native of England, was a cousin of Sir Gilbert Scott, who designed the Prince Albert memorial monument. Mr. and Mrs. Peters have had ten children, of whom three survive, two sons, Merrit Chesbro and Pierre Hugo, and one daughter, Hope Scott, now Mrs. M. A. Fogg.

RYAN, William King, soldier and man of affairs, b. in Charleston, S. C., 27 Jan., 1827; d. there 27 Dec., 1895, son of John and Mary (King) Ryan. His father was a son of William Ryan, a native of Ireland; his mother was a daughter of James King, of Edinburgh, Scotland, and of his wife, Marie Rose Cardon, of Rouen, France. He was educated in the schools of his native city, and in 1846, at the age of nineteen, entered upon his active life career. His advance to prosperity and importance was rapid, and he had already become an influential factor in the cotton world when the Civil War broke out. He immediately gave up his business and in the spring of 1861, entered the service of his State as a private in the "Phoenix Rifles." Subsequently he was promoted to the rank of first-lieutenant in a Darlington (S. C.) company. He served in the Confederate army until the

close of the war, in 1865, and was one of the first of those who, undismayed by losses and surrounding difficulties, endeavored to rebuild the prosperity of their city. For nearly fifty years he was one of the leading business men of Charleston and stood for all that was highest in business integrity in the community. He kept in close sympathy with the younger men and helped many of them to careers of distinction. He was also prominent in the social and business life of Charleston, Washington, and New York. He was a member of the Charleston Chamber of Commerce and Cotton Exchange, and a director of the People's National Bank. He was one of the organizers of the Stono Phosphate Company, was interested in reorganizing the Charleston Cotton Mills, and was one of the first to aid in establishing public schools in that city. He was a member of the old Charleston Jockey Club, of the St. Cecilia Society and of the Charleston Club. In Washington, D. C., he was well known as one of the pioneers in developing suburban real estate. He was also a member of the Metropolitan, Country, and Chevy Chase Clubs of Washington, as well as of the Manhattan and New York Clubs of New York City, and of the New York Cotton Exchange. At the time of his death his character and career was estimated as follows: "Mr. Ryan was a sagacious business man, with keen foresight, quick to make up his mind in any commercial transaction and prompt in putting his ideas into successful execution. . . . He represented, in its widest and best sense, a long period of Charleston's typical and characteristic business energy and history. He was reared among, and by, those older merchants, who in past time developed and dignified the cotton interests of this section." On 31 July, 1851, Mr. Ryan married Martha A. Blackwell, of Darlington, S. C., who, with a daughter, Mrs. Francis Smith Nash, wife of Medical Director Francis Smith Nash, of the United States navy, survives him. His only son, Arthur Blackwell Ryan, died in 1890.

WEBSTER, Sidney, lawyer and publicist, b. in Gilmanton, N. H., 28 May, 1828; d. in Newport, R. I., 30 May, 1910, son of Caleb and Hannah (Peaslee) Webster. He passed one year at Dartmouth College, and then went to Yale, where he was graduated in 1848. He studied law in the Harvard Law School, and after a year in the office of William Dehon, of Boston, was, in 1851, admitted to the bar, and began the practice of his profession in Concord, N. H., in partnership with John H. George, a prominent lawyer of that State. The election of Franklin Pierce to the presidency, in 1852, opened to Mr. Webster the career in which he acquired distinction—that of the lawyer and publicist dealing with large constitutional and international questions. On Mr. Pierce's strong solicitation, but with much hesitancy on his own part, Mr. Webster, moved chiefly by consideration for the grief of his friend, who had just lost his son and only child in a railway accident, accepted temporarily the office of private secretary to the President. Circumstances caused him to continue in the position all through Mr. Pierce's Administration. Thus he obtained such a view of public and secret springs of action as could scarcely be afforded elsewhere, and to his broadly receptive and active mind it proved formative in the highest degree. He was brought into close contact with the moving spirits of the time, some of whom, such as William L, Marcy, Secretary of State, and Jefferson Davis, Secretary of War, were in Mr. Pierce's Cabinet. The abilities shown by Mr. Webster made their impression on the leading men of the time, among whom was Caleb Cushing, then Attorney-General in Mr. Pierce's Cabinet; and at the end of Mr. Pierce's Administration, in 1857, Mr. Cushing and Mr. Webster together opened a law office in Boston. Mr. Webster thus became intimately associated with one of the ablest and most many-sided minds this country has produced. Mr. Cushing was twenty-eight years his senior and in the full maturity of his powers. In 1858 Mr. Webster was made commissioner of the U. S. Circuit Court. In 1860 Mr. Webster took up his residence in New York. Here he associated himself with James B. Craig, under the firm name of Webster and Craig. He was counsel for the United States in the famous case of the "Meteor," which had been libeled in 1866 for contravention of our neutrality laws, making in this the closing and successful argument. In 1868 Mr. Webster became legal adviser to the Spanish government, and so continued through the troublous years which followed, during which our relations with Spain were constantly strained by the Cuban insurrection and the attempted breaches of our neutrality laws. Trials of large and important revenue cases, engagements as counsel for various foreign governments, participation in 1877 in the preparation of the Tilden case before the electoral commission, were among the activities of his professional career. He was foremost as a leader in litigations affected by grave relations to the power and policy of the federal government. In the columns of the New York "World," when that paper, under the able editorship of Manton Marble, was the recognized organ of the Democratic party, Mr. Webster gave intelligent and efficient support to the foreign policy of President Grant's Administration, and helped to bring about the ratification of the Alabama Arbitration Treaty, which was for a time in danger in a wavering Senate. His partnership with Mr. Craig was dissolved in 1876, but he continued in the practice of his profession until 1890. After his withdrawal from active work at the bar, he wrote much on questions of constitutional and international law, on which he was an acknowledged authority, and dealt anonymously in the newspapers with public ques-



O. W. Gillett

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the thought of migration

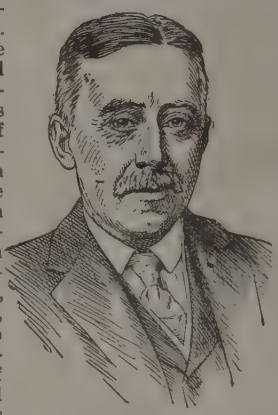
tions of the day, among which may be mentioned particularly taxation. Perhaps his most notable publication was his book on the "Two Treaties of Paris" (1901), which in style and substance stands as one of the ablest contributions to the questions with which it dealt, which involved both domestic and international law. Mr. Webster was at one time a director of the Illinois Central Railroad; and to the close of his life was a vestryman of Trinity Church. He married 7 June, 1860, Sarah Morris, daughter of Hamilton Fish, and had one son, Hamilton Fish Webster.

BECKWITH, James Carroll, painter, b. in Hannibal, Mo., 23 Sept., 1852, son of Charles Henry and Martha Melissa (Owen) Beckwith. He began to study art in Chicago in 1869, and two years later came to New York, where he studied at the National Academy of Design. In 1873 he went to Paris and entered the Ecole des Beaux-Arts, afterward becoming a pupil of Carolus-Duran, with whom he studied for five years. He was also a pupil of Yvon. The training which he received in the *atelier* of Carolus-Duran was exceedingly effective, as evinced by the subsequent work of Beckwith, who has preserved very faithfully the quality of his master's handling. What he has to present he presents easily and sumptuously, with rich shadows and broad, strong treatment. In 1878 he established himself as a portrait painter in New York City. For eighteen years he was an instructor in the schools of the Art Students' League of New York, where he organized a class for drawing from the antique; he also taught at Cooper Institute, and in the schools of the Metropolitan Museum of Art. He has occupied the office of president of the National Free Art League, and that of vice-president of the Fine Arts Commission of the City of New York. He has been treasurer of the Society of American Arts, and secretary of the National Academy of Design. He has exhibited in all the important exhibitions for more than thirty years. Mr. Beckwith's specialty is portraits and pictures in *genre*, and in his work represents conservatism as opposed to impressionism in art. He has lived many years in Europe, and traveled extensively in France, Italy, Germany, Spain, England, Egypt and Greece. He received awards in the Paris Salon, and at the Exposition Universelle, in 1889 and 1900. He became a National Academician in 1894. He is a member of the corporation of the Metropolitan Museum of Art, the American Water Color Society, the National Institute of Arts and Letters and other art organizations. Among his more important works may be mentioned, "Head of An Old Man," "Sleep," "Girl Reading," "Mr. Isaacsson," and "The Falconer." Mr. Beckwith married Bertha Hall, of New York, 1 June, 1887.

GILLETT, Paul W., manufacturer, b. in Lowville, N. Y., 2 Nov., 1815; d. in Englewood, Ill., 6 Dec., 1882, son of Jehiel and Martha (Lacore) Gillett. Through many generations of American ancestry he came originally of English stock. His father, Jehiel Gillett, was a veteran of the War of 1812 and at the time of his son's birth was a shoëmaker, in those days when shoe factories were still unknown and all footgear was hand made. In those early years of last century even what is now central New York was a very thinly populated wilderness. In this healthful environment, in which brawn and muscle were constantly developed through continuous contact with Nature in her most rugged aspect, young Gillett was reared. What schooling could be had in the little district school he readily acquired, and either this was considerable, or possibly the lad supplemented it with a great deal of application on his own account, for his newspaper writings later in life show him to have been well grounded in English and possessed of an easy, fluent style. At a comparatively early age Mr. Gillett began his business career, first holding various positions in the employ of others, then, impelled by his strong individualistic temperament and his love of independence, he attempted to go into business for himself, first at Brownsville, then at Watertown, both in New York. His road was very difficult in those days. At times he would prosper for a space, then came periods of financial depression. This was his school of practical experience, hard but effective. Meanwhile he had married, and at times the little family was tight pinched by the weight of economic pressure. Thus he struggled on till the early fifties. By that time the newly-built railroads were throwing the western prairie lands open to civilization, and the farsighted ones realized that the land of opportunity was developing in the direction of the setting sun. The best of Eastern manhood had its eyes turned in that direction. The call of the West stirred the blood of Mr. Gillett as well, but he deliberated over the thought of migration thoroughly before taking action, as a man with domestic responsibilities should. Finally, in 1852, his mind was decided, and the little family made preparations to travel. At this time Chicago was a small, struggling settlement of about 40,000 inhabitants, with nothing to indicate its future commercial importance to the casual observer. It stood on the lake shore, but so did several other settlements, and it was generally believed that Milwaukee was the coming city. Mr. Gillett was not of this opinion. Consequently he decided on Chicago, and there he settled with his family. For ten years or more he maintained very much the same struggle he had experienced in New York, but the note of hopefulness was stronger. The little city was growing, and, in its development, Mr. Gillett took an active part with other public-spirited citizens. Apparently they were all possessed of some prophetic insight, for they struggled on with infinite confidence that the day of prosperity would soon dawn. This spirit impressed others who came to visit the growing city; such men as Cyrus McCormick, who sensed the intense progressiveness of the citizens, and decided on establishing his manufacturing plant there. By no means the least hopeful was Mr. Gillett, for never once did the temptation to remove elsewhere present itself to him. It was in 1862 that he made his real start. With the aid of his son, Egbert, who was now a grown lad of fourteen and had had a good education, he began a manufacturing establishment in a basement at 257 South Clark Street. He began with flavoring ex-

tracts, in a very small way, but the modest attempt prospered, slowly at first, but steadily. It was still uphill work, but the obstacles gave way perceptibly. Both father and son were infatigable in their labors to make the little enterprise a success, and their efforts told. What leisure the elder Gillett had he devoted to the public-spirited efforts that the more energetic business men of the community persisted in making to develop the commercial importance of the city. In this pioneer work Mr. Gillett took no small part. They had their reward in observing the increasingly rapid growth of the city into the chief shipping and manufacturing center of the Middle West. With the expansion of the flavoring extracts business Mr. Gillett began turning out new products: chewing gum, inks, baking-powder and a special kind of yeast cake, to which were later added other grocers' supplies. As his son grew older he left the management of the plant more and more in his hands and himself undertook the selling end. Having established a fairly extensive trade in the city itself, Mr. Gillett began making trips to other cities and towns, opening up and extending a new market. In this he met with remarkable success. Shortly before the great fire of 9 Oct., 1871, the expansion of the business had compelled a removal of the factory to more commodious quarters, at 61 Michigan Avenue. Then came the great fire and in a night the whole establishment sank into a mass of charred ruins. The next day, with characteristic energy and enterprise, they reopened and began operations at 51 West Lake Street, where they remained in temporary quarters until the burned district had been rebuilt, when they established themselves anew at 38-44 Michigan Avenue. It is extremely likely that Mr. Gillett would have become one of the city's early millionaires, but he was not the sort of man who could give his whole soul to the mere making of money. Possessed of a strong religious sentiment, he had early become a member of the Free Will Baptist Church. But his religion was not a mere passive belief. It meant so much to him that he wanted others to experience his spiritual satisfaction as well. Therefore his selling trips partook almost as much of the nature of missionary pilgrimages. He would go out of his way to participate in a revival meeting, or to address an audience from a pulpit or a lecture platform. He had become more and more convinced that the drink evil was mainly responsible for the misery which so many of the poorer classes suffer, and temperance became his favorite subject of discussion. He was considered a very able orator and though temperance, or prohibition, was not then a popular theme, his personality compelled his audiences to hear him out. As a writer he was quite as eloquent as a speaker, and his contributions were published in most of the religious papers of his time. Once, in later years, when prohibition had gained enough strength to be represented on the political field, Mr. Gillett was the Prohibition candidate for the State legislature of Illinois from the Second Senatorial District. In 1882 he retired from business, selling out his interest in his then extensive enterprise to his son. Thereafter, until his death, he devoted himself wholly to the cause which had been taking more and more of his time in previous years. Mr. Gillett married Caroline Rogers. They had seven children: Clara Ross, Clarence Ross, Emily Marin, Ellen Martha, Egbert Warren, Elnora Caroline, and Eber Eggleston Gillett.

WRENN, John, banker and broker, b. in Middletown, Ohio, 11 Sept., 1841; d. in Los Angeles, Cal., 13 May, 1911, son of George L. and Mary J. (Duffield) Wrenn. His father was a Virginian by birth, and was prominently identified with the mercantile interests of Southern Ohio. His mother was a descendant of a pioneer Pennsylvania family. He attended the public schools and academy of his native town, and his natural love of books supplemented that education by a liberal course of reading which continued throughout his life. In 1863, at the invitation of his uncle, James E. Taylor, he went to Chicago to become a partner in the firm of Tyler, Ullman and Company, bankers and brokers. He opened the New York offices of the firm in 1866, but returned to Chicago in the fall of 1867. The firm, which was later changed to Wrenn, Ullman and Company, passed through the fearful test of the great Chicago fire with unimpaired credit, yet suffering the great loss of Mr. Ullman, whose life was sacrificed in their offices, then situated at the corner of Dearborn and Lake Streets, Chicago. Following the death of Mr. Ullman, Mr. Wrenn formed a partnership with Edward L. Brewster, under the firm name of Wrenn and Brewster, and upon its dissolution, became associated as a partner in the firms of Baldwin, Wrenn and Farnam and of Walker and Wrenn. Upon Mr. Walker's retirement in 1896 Mr. Wrenn, in association with Clarence Buckingham, organized the well-known house of John H. Wrenn and Company, afterward admitting from time to time, as additional partners, John W. Conley, Lawrence Newman, and Walter B. Smith. The firm discontinued business 31 Dec., 1910. Mr. Wrenn was a member of the New York Stock Exchange, and of other leading exchanges of New York and Chicago. His entire business career was characterized by sound conservatism and strict rectitude. Beloved in his home, respected among his business associates, and honored and influential in the community at large, he stood for those principles of high personal and business integrity upon which the welfare of State and nation so largely depend. His career illustrates the possibilities open to a man who adds to the old requirements of a sound mind in a sound body a consistent morality and high business ideals. Mr. Wrenn was a lover of



John H. Wrenn

books and art. His library was particularly notable for its many rare editions of early English authors, in the collection of which he took the keenest pleasure. He was also a collector of choice etchings, engravings, and prints. He was a member of the board of trustees of the First Baptist Church of Chicago for forty-eight years. He was a governing member of the Art Institute, and at one time was president of the Caxton Club; a member of the Chicago Historical Society, the Chicago, University, Saddle and Cycle, Onwentsia, Midday, Quadrangle, and other clubs in Chicago and New York. In 1866 Mr. Wrenn married Julia A. Griggs, of Chicago, who died on 26 June, 1902. His children, all of whom survived him, were: Mrs. Frederic F. Norcross and Miss Ethel P. Wrenn, of Chicago; and Harold B. Wrenn, of Los Angeles, Cal.

COLMAN, Charles Lane, lumberman, b. in Northampton, N. Y., 23 Feb., 1826; d. in La Crosse, Wis., 1 July, 1901, son of Henry Root and Livia Elvira (Fitch) Colman. His father was a Methodist clergyman. He traces his descent from Thomas Colman, who emigrated to this country from Evisham, England, in 1636, settling in Wetherfield, Conn. Another of his ancestors founded Hadley, Mass., in 1659. Charles L. Colman was educated in his father's school at Green Bay, Wis., and then maintained himself by doing odd jobs in and around Fond du Lac, Wis. In May, 1854, he removed to La Crosse, Wis., where he obtained employment in a lumbering camp. He was a young, strong man properly equipped for entering upon the arduous duties of operating a shingle-mill by horse-power. In 1856 he enlarged and changed his plant to steam power, which he successfully operated. He made the most of his opportunities and ten years later purchased and operated a sawmill. The demand for lumber was constantly increasing, and he applied his forceful and progressive enterprise to the improvement of the plant. In 1869 the shingle-mill was burned down and not rebuilt. The sawmills were burned down in 1875, and in 1886 he rebuilt them with enlarged capacity. He possessed indomitable energy which characterized his entire career, and in 1889 he incorporated the business with a capitalization of $1,000,000. Mr. Colman was a man fertile in resources, of excellent judgment, and a most genial companion. He was mayor of La Crosse, Wis., in 1869, and served as alderman several years. He was a Mason and a member of several social and fraternal organizations. On 3 Jan., 1850, he married, at Fond du Lac, Wis., Laura Augusta Place, of that city, and they had five children.

HUBBELL, Frederick Marion, financier, b. in Huntington, Fairfield County, Conn., 17 Jan., 1839, son of Francis Burritt and Augusta (Church) Hubbell. After receiving an education in Birmingham, Conn., he removed to Des Moines, Ia., with his father, in 1855, and there he remained for eleven months, employed in the U. S. land office. In 1856 he located in Sioux City, Ia., in which neighborhood he remained until 1861, holding several county offices. Returning then to Des Moines, he entered into partnership with J. S. Polk, Esq., with whom he has since been associated under the firm name of Polk and Hubbell, attorneys and brokers. The firm has been remarkably successful in numerous large speculations, and has organized various stock companies, built the municipal waterworks, many large buildings in the heart of the city, and several railroads. The great success of the house of Polk and Hubbell was largely due to the business capacity of Mr. Hubbell, for the fortune he has amassed is of large proportions. As a man he is held in great esteem by his fellow citizens, and his fame and fortune may well be envied by men who have not been as successful. On 17 Jan., 1914, Mr. Hubbell's seventy-fifth birthday was celebrated by a banquet given in his honor at the Des Moines Club. Several speeches were delivered, and letters and a poem were read. Robert Fullerton, one of the principal speakers on this momentous occasion, delivered a long and eloquent oration on the "Speculative Instinct," with which some men in all walks of life and of very varied callings are most fortunately blessed, and referred in his peroration to the chief guest of the evening as follows: "Speculation is a factor in all human affairs. We cannot foresee the future, so we speculate on what we hope or think will come to pass. It is talked about before our birth and is a constant consideration in our journey through life, and when death overtakes us and the silent grave hides, forever, our presence from this world, speculation continues as to where we have gone and how we fare. Let us rejoice that no misfortune, no calamity, no loss, no apprehension of failure can long depress the persistent optimism of our human nature; perseverance in effort, courage in danger, a willingness to take chances with faith in the future, is mankind's day-star of progress that never sets. We meet here tonight to celebrate the seventy-fifth birthday of a fellow townsman, whose success in numerous lines of business illustrates the profitable results of chances carefully taken. The first good fortune which befell the guest of this occasion was his settlement in Des Moines as his home town; he has proved himself an ever loyal citizen. A sleepy, unprogressive, little Keosauqua would have been stony ground on which to plant the seed of his fruitful operations. He took chances in coming West, alert for opportunity; but his calculating mind could never have coined such rich dividends in a country village. Some critics, a little jealous perhaps, intimate that his success can be attributed to his ability in getting smarter men around him than himself, while others less friendly, put it a little differently by saying his success came from getting around men smarter than himself. However, either view is a compliment to his business sagacity. He began at the bottom with no capital but a clear head and a sound judgment, ready to open his office door to Opportunity whenever she knocked; he early displayed an abiding faith in Des Moines real estate; branching out he organized a life insurance company, taking his chances on the health and longevity of 82,000 policy-holders, and all done in Equitable fairness. He built railroads without watering the stock; erected a union station, taking chances that railroads would find it convenient to use it, knowing all the time that

a vacant railroad station was about as desolate as an empty storage warehouse. He experimented with public franchises, and fought numerous battles with mayors and city councils and their newspaper trainers and spongers. But, with all his strenuous contentions, he remains a man of peace, never losing his smiling equanimity, alike serene in victory or defeat. His philosophy is faith in the future. He believes the present is better than the past; that every man is the architect of his own fortune; that in the game of life we all take chances, and while trusting something to luck and an overruling providence, it is the part of prudence to keep your powder dry and an anchor to windward. I ask, friends, that we all now drink to the continued good health and good luck of the honored guest of the evening, F. M. Hubbell, our fellow townsman." On 19 March, 1863, Mr. Hubbell married Frances E., daughter of Isaac Cooper, Esq., and grandniece of James Fenimore Cooper, the celebrated novelist. They have three children. Frederick Cooper Hubbell, their eldest son, has inherited his father's business capacity, and is fully equipped to take his place should he decide to retire. Beulah Cooper Hubbell, their only daughter, is the wife of Count Carl Axel Wachtmeister, of Engelholm, Sweden. She has a remarkable talent for music. Grover Cooper Hubbell, their youngest son, is now associated with his father and elder brother in the management of "The Frederick M. Hubbell Estate."

TILLAR, Benjamin Johnston, capitalist, lawyer, and ranchman, b. in Selma, Drew County, Ark., 16 Sept., 1867. He received his preliminary education in the schools of Selma, and later entered the University of Arkansas, where he was graduated B.A. in 1886. He then became a student in the law department of the University of Michigan, and was graduated Bachelor of Laws with the class of 1888. Immediately after completing his course in law school Mr. Tillar took up his residence in Little Rock, Ark., and engaged successfully in general practice for the next two years. Although starting upon his career as a lawyer with every promise of advancement and final distinction, he became restless under the long wait that the law imposes upon aspirants for fame and fortune, and in 1891 removed to the State of Texas. Locating at Midland he engaged in the cattle business and in comparatively short time became a prominent figure in the cattle industry. From Midland he removed to Fort Worth, Tex., and by widely enlarging his operations, has become one of the most prominent of that city's citizens. Mr. Tillar has much more than a local reputation, being widely known throughout the Southwest as a capitalist and investor. He was one of the chief promoters and builders of the Westbrook Hotel, Fort Worth's new $1,000,000 hostelry, and is vice-president of the Westbrook Company, which operates this hotel. He owns much valuable business property in Fort Worth, and has also invested largely in lands, owning and operating 42,000 acres of ranch land in Borden, Mitchell, Scurry, and Howard Counties, Tex., with extensive interests in Bosque County. He is also trustee and manager of the J. W. Tillar estate, which owns valuable holdings in Fort Worth, Tex., and Little Rock, Ark., including several buildings on the principal business thoroughfares of those cities, and farm lands throughout both Texas and Arkansas. He is also an officer and director in numerous corporations, including the American National Bank of Fort Worth, the Fort Worth Wagon Factory, the Syndicate Land Company, Greater Fort Worth Realty Company, and Chamber of Commerce Auditorium Company. Throughout his active business career Mr. Tillar has been noted for his energetic character, good judgment, and unusual foresight, organizing ability, and close and conscientious application to the responsible interests which he has undertaken. His knowledge of the law has been of the greatest assistance in his business life, and since a large part of his talents and energies has been concerned with the development and upbuilding of his community, he ranks among the most public-spirited and useful citizens of his part of the country. Mr. Tillar is a member of the chamber of commerce of Fort Worth and the River Crest Country Club. He is fond of travel, has made several trips to Europe, and has made extensive tours of the United States and Canada. He married in December, 1898, Genevieve Eagon, of Dallas, Tex.

CUTTING, Charles Sidney, lawyer, b. in Highgate Springs, Vt., 1 March, 1854, son of Charles A. and Laura E. (Averill) Cutting. While he was still a boy his parents moved to Minnesota, and later to Oregon, where he entered the Willamette University at Salem. Before completing his course at the university he was drawn into active life, and became assistant editor of the Cedar Rapids (Ia.) "Times." Later he became principal of the high school at Palatine, Cook County, Ill., which position he occupied from 1874 to 1878. In the latter year, having chosen the law as his vocation, he became a student in the office of Judge Knickerbocker, of Chicago, and was admitted to the bar of Illinois in 1880. He soon acquired a large and varied practice in Chicago, being retained in many important cases, among which may be mentioned the litigation between the city of Chicago and the town of Cicero, growing out of the annexation of a part of the territory of the latter to the city. He was master in chancery for the Cook County Circuit Court in 1890-93. From the beginning of his law practice until his election to the bench of the Probate Court of Cook County, he was a member of the following law firms: Tagert and Cutting; Williamson and Cutting; Cutting and Austin; Cutting, Austin and Higgins; Cutting, Austin and Castle; Cut-

HUGH KELLY

...eth year he started his business ... employed successively in the ... offices of Gomez and Morijo, Go... and Company, and Rionda Ben... At the age of twenty... mastered the intricacies of ... that he was able to ... to own, first as the ... and ... the ...

... that rarely comes to the public serv... to know that all ... 400,000 bags annually; Guanica, Porto Rico, ... Manico, Cuba, capacity, 150,000 bags annually; ... Preston, Cuba, ... bags annually; ...

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... As a ... fair with the ... As a citizen of the Republic he is ... discharges every duty conscientiously, and ... his influence on the side of the best ... the public ... 1907 the University of ... conferred on him the degree of LL.D., and ... University, Salem, ...

Both his parents were ... Ireland. They ... Society ... Education ... Association ... Mr. Kelly ... was said that ... the ... of ...

ting and Castle; and Cutting, Castle and Williams. In 1899 he was elected judge of the Probate Court of Cook County, to fill out the unexpired term of Judge C. C. Kohlsaat, and was re-elected in 1906 with a plurality of nearly 60,000, the largest given to any Republican candidate in that year. He was again re-elected, in 1910, for the term expiring in 1914. He served a little more than two years of this term when he resigned from the bench in order to resume practice as a member of the firm of Holt, Cutting and Sidley. As a judge of the probate court, Mr. Cutting combined a fine judicial temperament with a thorough knowledge of the law. He was, therefore, able to transact the business of the court rapidly and accurately, and to the entire satisfaction of interested parties and of the public in general. When he resigned from the bench many well-deserved tributes were paid to his service as judge. The following editorial in a Chicago newspaper gives, perhaps, the best expression of what his service in the position as judge of that court meant to the community: "With Judge Cutting on the probate bench the community has had the satisfaction of knowing that one of its most sacred judicial functions was being discharged with a degree of human and technical understanding that rarely comes to the public service. The city knew that all it had to do, in order to have its widows and orphans guarded by the State in their hour of need, was to elect Judge Cutting every four years. It always did so, and it undoubtedly would have done so, as long as he granted permission. But Judge Cutting had decided to resign, however, and resume private practice of the law. The decision means a great public loss." Judge Cutting is a member of the Chicago, Illinois State, and American Bar Associations, and is now (1917) president of the Chicago Bar Association. He is a member of the Chicago Law Club, and the Union League Club, of which he was president in 1907; the Hamilton, the City, the Chicago Golf, and Oak Park Country Clubs. He is a prominent Mason, both in the Knights Templars and Consistory. Judge Cutting has served, also, as president of the Cook County Board of Education. Socially he is a most entertaining and charming companion, a fascinating host and a faithful, loyal friend. As a lawyer he is able, true to his clients, and fair with the courts. As a citizen of the Republic he is public-spirited, discharges every duty conscientiously, and casts his influence on the side of the best interests of the public. In 1907 the University of Michigan conferred upon him the degree of LL.D., and in 1916 Willamette University, Salem, Ore., conferred upon him the degree of A.B., which ill health prevented him from receiving in 1873. Judge Cutting married 27 June, 1876, Annie E. Lytle, of Palatine, Ill. They have one son, Robert M. Cutting.

KELLY, Hugh, merchant, b. in Chicago, 24 Sept., 1858; d. in New York, 30 Oct., 1908, son of James and Sarah Belle (O'Brien) Kelly. Both his parents were natives of Sligo County, Ireland. They removed to New York City during Hugh's boyhood and there he attended the public schools and the College of the City of New York. He was one of the youngest students in the history of the institution. In his fourteenth year he started his business career, being employed successively in the commission houses of Gomez and Morijo, Gomez, Rionda and Company, and Rionda Benjamin and Company. At the age of twenty-five he had so well mastered the intricacies of the commission business that he was able to embark on ventures of his own, first as the partner of Manuel Rionda, engaged in the West Indian trade (1883), then as "special partner" of Franklin Farrel at Ansonia, Conn. (1884). In 1903 the corporation of Hugh Kelly and Company was formed for the handling of all the Kelly enterprises. But Mr. Kelly's particular field was the sugar business. Here he figured as an expert in every detail of the production and trade in sugar. His extensive travels in the West Indies, his familiarity with the natives, the language, the customs of this section of the globe, had given him an invaluable experience, and his advice in all matters pertaining to the industry was highly valued. He designed and constructed (or reconstructed) the following factories, still operated by his company: Azua, Santo Domingo, capacity, 50,000 bags annually; San Pedro de Macoris, Santo Domingo, capacity, 60,000 bags annually; Manzanillo, Cuba, capacity, 100,000 bags annually; Bannes, Cuba, capacity, 400,000 bags annually; Guanica, Porto Rico, capacity, 350,000 bags annually; Central Tatibonico, Cuba, capacity, 150,000 bags annually; Preston, Cuba, capacity, 375,000 bags annually. Of these, the Bannes and Preston plants were constructed for the United Fruit Company. All of them are reckoned among the most successful and economical in the West Indies. Their builder's chief efforts were directed toward the perfection of methods of manufacture and control and these efforts were crowned by complete success. When the house of Hugh Kelly was incorporated, branch offices were opened in Havana for the supervision of all the industrial, mercantile, and engineering enterprises carried on by the organization in Cuba. Meantime Mr. Kelly had become president of the Parvenir, Central Teresa, and Central Ansonia Sugar Companies in the West Indies; a director of the United Fruit Company; a director of the Seventh National, the Third National, and the Oriental Banks; a director of the North American and the City Trust Companies, and of the Robert Appleton Company. He was also a member of the United Trust Company of Boston, an honorary member of the Marine Society of New York, and president of the Maritime Exchange in 1896-98. Civic honors and trusts have crowded his busy life. He was school commissioner, and a trustee of the College of the City of New York, his alma mater, in 1895-98; State commerce commissioner, 1898-1900, and a member of the board of managers of the Central Islip Hospital from 1905 until his death. Among numerous social, educational, and charitable interests, he was a member of the Xavier Alumni Sodality, the Catholic Club of New York, the Society of the Friendly Sons of St. Patrick, the Catholic Historical Society, the Catholic Benevolent Legion, the Educational Alliance, the Lebanon Hospital Association and the Catholic Summer School. Mr. Kelly was an accomplished linguist. It was said that he spoke the best Spanish of

any American in Cuba. It is also a notable fact that, having become intimately familiar not only with the commercial and industrial conditions of that island, but also its economic and political aspects, he was frequently consulted by the U. S. government in connection with problems arising from the Spanish-American War. The fact that Mr. Kelly was a financier of extraordinary ability is illustrated by one incident alone, which at the same time discloses the self-sacrificing and high-minded nature of the man. In the financial crisis of 1908, when the Oriental Bank of New York was forced to suspend, Mr. Kelly assumed the presidency at the request of the clearing-house. Through his efforts the receiver already appointed through the action of the attorney-general was removed, the Metropolitan Trust Company was designated to take over all the assets. Every depositor was paid dollar for dollar after a period of unremitting labor on Mr. Kelly's part, for which he refused to accept any compensation whatsoever. The nervous strain incident to this heroic effort unfortunately resulted in total exhaustion, which in turn brought on the nervous malady that finally caused his death. An outstanding element in Mr. Kelly's character was his generosity, his appreciation of the work of others. Naturally the life of such a man is full of blessings, and not the least of these, in Mr. Kelly's case, were the host of loyal friends that surrounded him. Withal, his personality was so full of charm, of ingratiating qualities, his sense of humor so keen and his intelligence so altogether superior that his career is an illumined pathway in the memory of all his associates. Fordham College conferred the degrees of A.M. (1901) and LL.D. (1902) upon him. In 1883 he married Mary E., the daughter of Thomas McCabe, and he had three sons: Hugh, Jr., James E., and Thomas W., and four daughters: Anna D., Mary E., Gertrude M., and Marguerite.

DAWLEY, Frank Fremont, lawyer, b. at Fort Dodge, Ia., 11 Aug., 1856, son of A. M. and Ellen (Parker) Dawley. His father, one of the early settlers of the State, was also a lawyer, widely known in the early days of Iowa. Having passed through the common schools of his native town, Mr. Dawley enrolled as a student in the law department of the University of Michigan, where he graduated LL.B. in 1878. He began professional practice in Cedar Rapids, Ia., with the firm of Hubbard and Clark, of which he later became a member, his partners being N. M. Hubbard and Col. Charles A. Clark. In 1887, when Colonel Clark retired, the firm became Hubbard and Dawley, and so continued until 1897, when it became Hubbard, Dawley and Wheeler. At the present time it is Dawley, Jordan and Dawley. During the full period of his career Mr. Dawley has been an active trial lawyer. He is now recognized as among the foremost representatives of the legal profession, and has been connected with some of the most difficult and prominent cases that have been tried before the courts of the State. Quick of wit, logical in debate, eloquent in the use of his mother tongue, he is able to hold his own in forensic contests with the most talented members of the profession. As a counselor he is regarded as extremely safe, for he has the capacity for obtaining a firm grip of a subject, and never ventures to argue his case before a jury or judge before having thoroughly mastered all its possible bearings. In politics Mr. Dawley is a warm supporter of the Republican party, but has never been a politician in the usual sense, although prominent in any movement for the betterment of civic institutions in his city or State. At various times he has held local public office. From 1896 to 1908 he was a trustee of the Cedar Rapids Public Library. From 1903 to 1911 he was a member of the municipal school board and during the past two years (1914-16) he has been city solicitor. He is a member of the Occidental and Cedar Rapids Country Clubs, having been president of the former in 1893 and of the latter in 1909. He has been a member of the Commercial Club from the time of its organization, in 1899, till the present. He is a member of the Iowa Bar Association (president in 1915), of the American Bar Association, of the American Library Association, of the State Historical Society of Iowa, and of the State Library Association. On 21 June, 1882, Mr. Dawley married Margaret Elizabeth, daughter of John Jacobs, a civil engineer and railroad supervisor for the Illinois Central Railroad. They have had four children: Frederick Jacobs, Katharine, Marion, and Frances Dawley.

MAIN, Charles Thomas, engineer, b. in Marblehead, Mass., 16 Feb., 1856, son of Thomas and Cordelia (Reed) Main. His father's professional activities as a machinist and engineer may be held to account in part for his early displayed fondness for scientific subjects and general work in mathematics. He obtained his preliminary education in the schools of Marblehead, and later entered the Massachusetts Institute of Technology, Boston, Mass., where he was graduated B.S. in 1876. Following his graduation he spent three years (1876-79) as assistant in the laboratories of the institute, thereby perfecting himself in the practical work of his profession. In October, 1879, at the age of twenty-one, in order to still further improve both his technical and practical knowledge, he became a draftsman in the extensive plant of the Manchester Mills, at Manchester, N. H., remaining there until 1 June, 1881, when he began work as engineer in the Lower Pacific Mills at Lawrence, Mass. In this capacity he served until 1885, when his abilities won him promotion to the position of assistant superintendent of the mills. In 1886 he was made superintendent, and so continued until 1 Jan., 1892, when he resigned, to enter upon general engineering practice. Since that time Mr. Main has been

identified as engineer and designer with some of the most important industrial construction work in the East, and has designed and constructed many industrial plants the cost of which has mounted far into the millions of dollars. Notwithstanding his many professional activities he has always been interested in the problems of municipal and local government, and has held numerous public offices and appointments. During his residence in Lawrence, Mass., he served as a member of the board of aldermen; was a member of the school board of Lawrence in 1890, and a trustee of the Public Library Association in 1891. He has for some years maintained his residence in Winchester, Mass., and from 1895 to 1906 served as a member of its water and sewer board. He is the author of several papers on steam power, water power, ventilation of industrial properties, mill construction, etc., and is the originator of numerous devices and inventions, notably of a receiver pressure register for compound engines, which he perfected in 1884. Mr. Main is a member of the American Society of Civil Engineers and the American Society of Mechanical Engineers of which he is the manager; past president of the Boston Society of Civil Engineers; member of the National Association of Cotton Manufacturers, New England Water Works Association, Corporation of the Massachusetts Institute of Technology, Society of Arts, of Boston; also of the Exchange, Engineers', and Technology Clubs of Boston; Engineers' Club of New York and Calumet Club of Winchester. He married 14 Nov., 1883, Elizabeth F. Appleton, of Somerville, Mass. They have three children: Charles Reed, Alice Appleton, and Theodore Main.

WAITE, John Leman, publisher, b. in Ravenna, Portage County, Ohio, 29 Aug., 1840, son of John and Martha Amelia (Clark) Waite. The ancestry of the family is traced in England to the Norman conquest, when several Waytes were found among the retainers of the barons. The earliest source of the name found in British records was Ralf de Waiet, who married Emma, sister of Roger, Earl of Hereford, cousin of the Conqueror, and to whom, in 1075, William gave the earldom, city, and castle of Norwich. Ricardus Le Waytte, of County Warwick, who was in 1315 escheator of counties Berkshire, Wilts, Oxford, Bedford, and Bucks, was a lineal descendant of Ralf. Thereafter the name was written Wayte almost exclusively until others of the name came to New England, when the spelling Wait or Waite was used instead. Three brothers, Richard, Gamaliel, and Thomas, emigrated to America from North Wales, arriving in Boston in 1634. They were cousins of John Wayte, member of Parliament, and one of the judges who signed the warrant for the execution of Charles I. Richard became marshal of the colony, Gamaliel remained in Boston, and Thomas settled in Rhode Island. The third son of the latter was Benjamin Wait (1644-1704) a famous Colonial soldier and scout whose heroic exploits fill many pages of the historical records of Massachusetts as well as being widely celebrated in New England fiction and verse. He lived first at Hadley, then at Hatfield, Mass.; was engaged in various Indian wars, and was slain in battle between the colonists and the French and Indians at Deerfield in 1704. Several generations of the family remained at Hatfield, Whately, and vicinity, various members serving in the Colonial wars and the War of the Revolution. Each of the successive descendants of Benjamin Waite in the line of descent ending with John L. Waite, bore the name of John. Benjamin's son, John (1680-1774), born and died at Hatfield, Mass., was like his father, a commander in many military excursions, and was present in the fight at Deerfield, when his father was slain. He married Mary Frary. Their son, John (1703-76), married Mary Belden; their son, John (1743-1801), served in the War of the Revolution, and died at Norwich, N. Y.; his son, John (1777-1863), and his wife, Abigail Cranston, lived at Norwich and Oaks Corners, N. Y., and Chesterfield, Mich. He served in the War of 1812. Their son, John Waite, of the seventh generation (1810-94), was a farmer and afterward followed the cooper's trade at Oaks Corners, N. Y.; and, later, removing to Ravenna, Ohio, he engaged in the marble business, and contracting. In 1867 he removed to Burlington, Ia., where he first conducted a commission business and later returned to farming. His wife, Amelia Clark, was the daughter of Ephriham and Amelia (Sperry) Clark, who were among the earliest emigrants from Connecticut to the Western Reserve. John L. Waite attended the public schools of Ravenna, afterward taking courses in a private academy and a business college in Chicago. In 1857 he entered the employ of the Western Union Telegraph Company, and was an operator at Lebanon and Cleveland, Ohio, and in Chicago, Ill., advancing first to the position of office manager, and then to the superintendency of the Burlington and Missouri River telegraph line in 1863. In 1869 he severed his connection with the telegraph company, and, after six months devoted to mercantile business, went into newspaper work, his original choice and ambition for his life career. His first connection with newspaper publication was as city editor of the Burlington "Hawk-Eye," of which he became associate editor in 1875, and later, managing editor, as successor of Robert J. Burdette, who resigned, in 1876, to enter the lecture field. Mr. Waite continued in this association until 1882, when he resigned to become postmaster of Burlington, under appointment by President Arthur. On 27 July, 1885, he assumed the management of the "Hawk-Eye" as editor, publisher, and principal owner. Again in 1898, through the appointment of President McKinley, he was made postmaster, and served through the two subsequent terms, through appointment by President Roosevelt, his entire service covering a total of four terms as postmaster, thus breaking the record in Iowa for length of service in the list of first-class offices. In 1907-08 he was president of the National Association of Postmasters of First-Class Offices. Although extremely retiring in disposition and always averse to exploiting his own personality, few men are better known throughout the State of Iowa and the Middle West, or have exercised a wider influence as a leader of public opinion. He is a stanch Republican, and his efforts have been

an effective force in guiding the interests of the party in his State. His editorials have placed him among the distinguished journalists of the day. His conduct of the post office was based upon the simple rule of efficiency and highest service to the community; and his ambition for the "Hawk-Eye" has been to maintain the high standard always synonymous with the name of the paper, at the same time keeping it clean and useful. He is a member of the Methodist Episcopal Church, and believes firmly that one of the first principles of religion is to make this world a comfortable and happy place for men to live in. He has followed that belief in his various public utterances and activities, and in his practical philanthropy which has been far-reaching and resultant in its effects. Mr. Waite married 21 Sept., 1864, Letitia Caroline, daughter of Thomas M. Williams, of Burlington, Ia. She was for years the editor of the woman's department of the "Hawk-Eye," and the author of a booklet on religious topics, entitled, "The Thorn Road." There are three living children: Clay Milton Waite; Jessie Benning Waite, who married William Henry Davidson, managing editor of the "Hawk-Eye," and Lola Waite.

JONES, Charles Hebard, lumberman, b. in East Randolph, Vt., 13 April, 1845, son of Daniel and Clarissa (Hebard) Jones. Both parents were members of old New England families, and removed to Wisconsin in 1851, where the father engaged in the manufacture of woodenware, at one time owning a sawmill and later a hub and spoke factory at Menasha. Charles H. Jones grew up in Menasha, where he attended the public schools and worked in his father's factory. For one year he was a student in Lawrence University at Appleton, Wis., after which he taught school for one term. On 2 May, 1864, he enlisted in Company D, Forty-first Wisconsin Infantry, in which he was a first corporal. When his service in the army was over he returned home and studied for a year in Ripon College, but was unable to finish the course on account of poor health. Seeking outdoor employment he went to Menominee, Mich., and obtained employment in the sawmill of Hewett, Buell and Porter. He then engaged in logging on his own account. In 1870 and 1871 he was a partner in the firm of Fay and Jones, and for the next two years continued the business as C. H. Jones and Company. In the panic of 1873 everything was swept away, leaving Mr. Jones with only $26.00 as his total capital. For the next five years he worked as manager in a stave factory at Dexterville, Wis., accumulating $2,500 for his next independent start. With his brother-in-law, Henry Hewitt, Jr., he rehabilitated an old water-power mill at Menasha, and a year later formed the firm of Ramsey and Jones. This firm secured the mill at Menominee that Mr. Jones and his former partners had lost in 1873, and ran it successfully until Mr. Ramsey's death in 1908, the firm still possessing large holdings of logged-off lands in both Michigan and Wisconsin. In 1887, in company with Mr. Hewitt, Mr. Jones went to the Pacific Coast with the rather indefinite purpose of buying timber and, if conditions proved favorable, of building a mill. At Tacoma they met Col. C. W. Griggs, of St. Paul, through whom they were introduced to President Oakes of the Northern Pacific Railroad, who suggested that they all unite their interests to form one large company. The plans were worked out provisionally while the party was at Tacoma, and within a few months, the St. Paul and Tacoma Lumber Company was organized with Chauncey W. Griggs and Addison G. Foster, Henry Hewitt, Jr., and Charles H. Jones as its principal stockholders. Messrs. Hewitt and Jones returned to Tacoma to select a site for the mill, accompanied by a dozen experienced cruisers who were to select what timber they wanted out of sixteen townships. Some 90,000 acres of land were purchased, and, after much discussion, the site of the mill, which was to make the first experiment at introducing the fir and cedar lumber of the coast in the market of the interior, was chosen. Mr. Jones had brought a millwright with him, and, after an extended inspection of the principal mills on the Sound, the company's first mill was built on the site which it still occupies. In this mill were installed the first bandsaws used in either Washington or Oregon, and, much against the advice of the older mill men of the region, many other new kinds of machinery, also. Mr. Jones now divided his time between Menominee and Washington, spending about half a year at each of his mills. In 1901 he bought a controlling interest in the Northwestern Lumber Company, which had built one of the first mills on Gray's Harbor, with a capacity of 135,000 feet per day. Since that year he has given the greater part of his time to the management of that enterprise, although retaining his interest in the other companies. Mr. Jones is Republican in political faith, but has never sought office or political favor. He attends the Congregational Church of Tacoma, and is a member of the Commercial and Country Clubs of Tacoma. He married 25 June, 1872, Franke M. Tobey, of Jay, N. Y.

DAVENPORT, Charles Benedict, zoologist, b. at Stamford, Conn, 1 June, 1866, son of Amzi Benedict and Jane Joralemon (Dimon) Davenport. He was graduated at the Polytechnic Institute, Brooklyn, in 1886, and at Harvard University in 1889. He received the degrees of A.M. and Ph.D. from Harvard in 1892. In 1886-87 he was engaged in the engineering survey of the Duluth, South Shore and Atlantic Railway. From 1888 to 1890 he was assistant in zoology, and from 1891 to 1899 instructor at Harvard University. He was assistant professor of zoology and embryology at the University of Chicago from 1899 to 1901, and from 1901 to 1904 was associate professor and curator of the zoological museum there. Since 1904 Prof. Davenport has been director of the Station for experimental evolution (Carnegie Institution of Washington) at Cold Spring Harbor, N. Y. In 1910 he was, through the generous interest of Mrs. E. H. Harriman, enabled to start the Eugenics Record Office, at Cold Spring Harbor, which has since been chiefly supported by its founder. Its board of scientific directors comprises Alexander Graham Bell, chairman, William H. Welch, vice-chairman, Lewellys F. Barker, Irving Fisher, T. H. Morgan, E. E. Southard, and C. B. Davenport, secretary. Its functions

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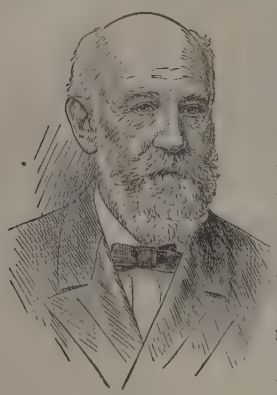
are: to serve eugenical interests in the capacity of repository and clearing house; to build up an analytical index of the inborn traits of American families; to train field workers to gather data of eugenical import; to maintain a field force actually engaged in gathering such data; to co-operate with other institutions and with persons concerned with eugenical study; to investigate the manner of the inheritance of specific human traits; to investigate other eugenical factors, such as mate selection, differential fecundity, differential survival, and differential migration; to advise concerning the eugenical fitness of proposed marriages; to publish results of researches. It has published reports on cacogenic families: "The Hill Folk," "Nams," "Dacks," and the "Jukes in 1915"; also on heredity of feeble-mindedness, epilepsy, mental disease, violent temper, fragile bones, skin color, nomadism, and temperament. It distributes free schedules for recording family traits. The results of the investigations conducted by the Eugenics Record Office have been summed up by Dr. Davenport in a work published in 1913 entitled, "Heredity in Relation to Eugenics." "The central idea of the book," to quote the publisher's announcement, "is that inheritable traits—socially good and socially bad—are being transmitted in the blood of the nation, and that permanent improvement is to be gained only by matings that shall result in stronger and better offspring and eliminate the weak and defective. The method of inheritance of many family traits is considered, also the way traits become dispersed, the influence of migrations on our American blood, and the influence of a single person, or rather his germ plasm, on our history. Some attention is paid to traits in specific American families, and finally eugenic procedures and the organization of applied eugenics are considered." The other writings of Dr. Davenport include: "Graduate Courses—a Handbook for Graduate Courses" (1893). "Experimental Morphology" (Part I, 1897, Part II, 1899); "Statistical Methods in Biological Variation" (2d edition, 1904); "Introduction to Zoology" (with G. C. Davenport, 1900); "Inheritance in Poultry" (1906); "Inheritance of Characteristics of Fowl" (1909); "Heredity of Skin Color in Negro-white Crosses" (1913), and three contributions on heredity in the feebly inhibited—two in book form (1915). Dr. Davenport has been director of the Biological Laboratory of the Brooklyn Institute of Arts and Sciences since 1898; associate editor of "Biometrika" since 1901-06; of the "Journal of Experimental Zoology," since 1904; of "Genetics" since 1905, and of the Proceedings of the National Academy of Science since 1915. He is a fellow of the American Academy of Arts and Sciences, the American Association for the Advancement of Science (vice-president, 1900-01), the National Academy of Science, the National Institute of Social Science, and the New York Zoological Society; and a member of the American Society of Zoologists (president, 1902-03), the American Genetic Association (secretary, committee on eugenics), the American Society of Naturalists (secretary, 1899-1903; vice-president, 1906), the Society of Experimental Biology and Medicine, the Boston Society of Natural History, and the Washington Academy of Science. He was married 23 June, 1894, to Gertrude Crotty, of Burlington, Kan.

HARTFORD, Edward Vassallo, engineer and inventor, b. in Orange, N. J., 28 May, 1870, son of George Huntington and Josephine (Ludlum) Hartford. His ancestry is English and the first of the family to come to America was Daniel Hartford, who settled in New Hampshire, then a part of Maine, in about the middle of the seventeenth century. His father, George Huntington Hartford, is president of The Great Atlantic and Pacific Tea Company, one of the first concerns to operate a chain of retail stores, and the largest concern of its kind in the world. The acquirement of an education in the Orange high school, Seton Academy, and Stevens Institute claimed the attention of Edward V. Hartford until he reached the age of nineteen, when, owing to poor health, he abandoned his studies and entered upon his business career in the office of The Great Atlantic and Pacific Tea Company. Displaying much ability and capacity for work, Mr. Hartford was made cashier and secretary of the company. As the duties of these offices required much attention, he showed a great deal of initiative in handling the work falling to his care. His grasp of the general needs of the work and his insistence on detailed efforts among the employees could not produce anything else than a flattering amount of success. It is, however, as the inventor and manufacturer of the first successful electric brake for automobile use and the pioneer builder of the Hartford shock absorber, that Mr. Hartford has won the right to be considered a man of mark in our industrial and commercial world. In 1904 he organized the Hartford Suspension Company, now Edward V. Hartford, Inc., of which he is president, director, and leading spirit. At that time the automobile was in the initial stage of its existence and manufacturers were chiefly concerned with getting a maximum of speed; the insurmountable problem which confronted the designer of the modern automobile spring suspension was that of proportioning the springs and so mounting them that they would be stiff enough to carry the maximum load, and still flexible enough to produce comfortable riding under greatly reduced loads. There was only one means of doing this—the type of shock absorber employing the principle of rotary friction. Mr. Hartford grasped this principle and the Hartford shock absorber was the result. He began the manufacture of his invention in a small one-story factory in Hudson Street, New York, giving employment to one mechanic. Later he employed also a boy, and the output of the small factory was increased to ten sets of shock absorbers per week. In the Gordon Bennett Automobile Cup Race, held in 1904, Leon Thèry, a Frenchman, driving a Richard-Brasier car, equipped with a Hartford shock absorber, won the race, notwithstanding the fact that his machine was of smaller horsepower than that of his competitors. It was then that automobile manufacturers realized the importance of Mr. Hartford's invention as a factor in breaking speed records in races. Prior to the introduction of the Hartford shock absorber, automobile racing was the

most perilous of outdoor sports. Seldom, if ever, did all the contestants finish in a race, and many drivers were killed because of the difficulty of offsetting the constant rebounding of the car when going at high speed. Today the Hartford shock absorber is part of the equipment on leading makes of automobiles. In 1908 the Hartford Suspension Company removed its factory to Jersey City, N. J. Mr. Hartford, who had made a thorough study of motor construction, devoted his attention to a safe and simple method of starting a motor, and, in 1910, he patented an improved electric self-starting device by which the motor is started almost instantly. This self-starter has been proclaimed by Thomas A. Edison and other authorities as the most efficient device of its kind, and one that has solved the problem of self-starting. When operated at high speed the Hartford self-starter develops 12,000 revolutions per minute, and 9,000 foot-pounds of energy. It has proven most serviceable for use on aeroplanes because of its lightness, and when equipped to a stationary engine power plant it required only ten seconds to start its operation. Mr Hartford sought constantly to improve the quality of his work, and, in 1911, began experimenting on an electric brake, which is regarded by many prominent engineers as a most ingenious device. While working on the problem of the electric starter for automobiles, Mr. Hartford brought together a small, very high-speed electric motor, combined with a gear ratio of 125 to 1. This was an unusual combination, and the great power at the torque end was very impressive. Almost immediately the idea occurred to him that here was the germ of the solution of the electric brake for railroads, as the large gear ratio served two purposes—to create the great pressure efficiently—and at the same time as the motor was obliged to make 125 turns to one turn at the power end this could be easily divided up so as to give the necessary control when it was desired to apply the pressure by progressive steps. Mr. Hartford then tried this brake on an automobile, reducing its size and weight to twenty-four pounds. However, in spite of its small size, it pulls 2,500 pounds, truly a remarkable performance. It is foolproof, has a wide range of adaptability, and absolutely automatic progressive action of the brake. The electric brake for use on railroads will bring a train, traveling sixty miles an hour or eighty-eight feet a second, to a full stop within 600 feet. The power is applied to every wheel almost instantly. Prominent railroad engineers who have seen this brake in operation have expressed themselves as being surprised by its simplicity and efficiency, and have stated that it is a vast improvement over most brakes. In a test of this equipment on the Third Avenue Railway, in New York City, in 1915, it was shown that only one-half of the current was necessary to operate this storage battery car when the electric brake was attached. The Hartford electric brake consists of a light, but powerful, motor to which a steel cable is fastened, which through suitable gearing swiftly and steadily winds on a drum. The steel cable attached to the brake equipment, through a patented controller, permits any degree of braking action, from an infinitely delicate control to an emergency application. With this apparatus, an automobile can be driven at a speed of fifty miles an hour to within thirty-five feet of a right angle turn, and the turn made easily at fifteen miles an hour. The most important and novel part of this brake is the patented controller which is entirely new so far as the control of electric motor power is concerned. Another extraordinary feature is that the brake bands and drums are oiled, thereby dissipating the momentum of the car through a film of oil. This not only saves the wear on the tires to a remarkable degree, but it also permits of the brake being applied on wet asphalt, without the car skidding. Mr. Hartford performed a great service in the interest of humanity when he placed at its disposal a preventive of accidents in the form of a brake that acts almost instantaneously without requiring the driver to remove his hands from the steering-wheel. Mr. Hartford is also the inventor of several other valuable devices, including an electric thermostatic temperature controlling apparatus, operated by a motor of 1-100 horsepower; the Hartford auto jack, an ingenious device which lifts a heavy automobile with remarkable ease, a 5,000-volt direct-current motor, and a direct-current multiple motor for use aboard ship. The saving in cost of operation of this multiple motor, which is about one-tenth the cost of other motor operation aboard vessels, has attracted wide attention among ship owners, and has been used in connection with the automatic steering apparatus, also an invention of Mr. Hartford's. Possessing executive ability of a high order, farsighted sagacity, and sound judgment, Mr. Hartford has won for himself a foremost position among the leaders in the automobile industry. His conduct toward his subordinates has ever been marked by the greatest justice and kindliness, which has met with its due return of loyal service and has constituted an important factor in his success. Tested by the severest trials which could fall to the lot of an inventor, Mr. Hartford showed himself a man born to the task, displaying in the face of many obstacles the most admirable coolness and courage. Mr. Hartford is regarded as one of the best authorities in this country in all matters pertaining to devices connected with the automobile trade. To whatever he undertakes, he gives his whole soul, allowing none of the many interests intrusted to his care to suffer for want of close and able attention and industry. Mr. Hartford looks the man he is—alert, aggressive, intensely energetic, with fine-cut features, and a bearing indicative of the sturdy will which, in conjunction with sterling integrity, has formed the basis of his success. He is, moreover, endowed with those personal qualities which win friends easily and hold them long Besides being a liberal patron of musical art, Mr. Hartford is a violinist of unusual talent. He has acquired the technique that fitted him for a successful career in concert and the ability to compose music He is a lover of outdoor sports, including golf, automobiling, ice-skating, and yachting. Mr. Hartford is married and has two children: Marie Josephine and George Huntington Hartford (2d), after Mr. Hartford's father.

WASHBURN, George, missionary and educator, b. in Middlesborough, Mass., 1 March, 1833; d. in Boston, Mass., 15 Feb., 1915, son of Philander and Elizabeth (Homes) Washburn. The Washburn family is of English extraction, the American branch tracing its origin to John Washburn, supposed to have come from Eversham, Worcestershire, in 1632, on the ship "Ann," and landed at Plymouth. Two years later his wife, Margaret, and two sons followed him on the ship "Elizabeth and Ann." He was one of the original settlers of Bridgewater, Mass. His son, John, married, in 1645, Elizabeth Mitchell, and lived at Duxbury, later at Bridgewater; their son, James W., married Mary Bowden; their son, Edward W., married Eliza Richmond; their son, Edward, a patriot soldier in the War of the Revolution and a man of large property for those days, married Phoebe Smith. Their son, Gen. Abiel Washburn, an important man in his community, and the wealthiest man and largest taxpayer of Muttock, Mass., married Elizabeth Pierce, and was the father of Philander, father of George Washburn. Philander Washburn was a manufacturer, and in 1848, State senator. He was interested in local military affairs and held commissions for thirty-six years, passing through the different grades of office to brigadier-general of the Plymouth County Brigade. He died in 1843. George Washburn attended Pierce Academy, Middlesborough, Mass.; Philips Academy, Andover, Mass.; and Amherst College, where he was graduated A.B. in 1855. Soon after leaving college Dr. Washburn went to Turkey as a missionary under the auspices of the American Board of Commissioners for Foreign Missions, a field in which he had a distinguished career. He labored in Constantinople until 1863, when he was released from service by the board, in order that he might devote his attention to the cause of education in Robert College, Constantinople. His first position in the college was that of professor of philosophy and psychology. In 1874 he was appointed director of the institution in the absence of President Hamlin who returned to America for a visit, and upon Dr. Hamlin's resignation, in 1877, succeeded him as its president, a position which he retained until 1904. Through the many Bulgarians who attended the college Dr. Washburn became interested in that country's fight for independence, and lent his influence to aid the movement, receiving for his services the thanks of the first Bulgarian Parliament, and in 1884, was decorated by Prince Alexander of Bulgaria and King Ferdinand with the Order of St. Alexis. Dr. Washburn was well known in both America and the Continent as a ripe scholar, a forceful and entertaining writer on many subjects, and a lecturer of marked ability and wide repute. He was recognized as an authority on questions concerning the Near East in his own country and Europe, his views being highly valuable on account of his great depth of insight and first-hand practical knowledge of the Balkan peoples. After 1880 he devoted much of his time to literary work. In 1911 he published his most important book, "Fifty Years in Constantinople," an interesting and truthful account of social and political conditions in Turkey. He contributed many articles and papers to different journals; contributed under a *nom de plume* for many years to "Contemporary Review," the "Outlook," "Independent," "Eastern Statesman," and others. His favorite studies were geology and contemporary politics. He was well known as a platform speaker and was chosen to deliver an address on "Mohammedanism" at the World's Parliament of Religions held at the World's Fair in Chicago, in 1893. He was Lowell lecturer in Boston, and delivered a number of other notable lectures and addresses. Dr. Washburn married, in 1859, Henrietta Lorain Hamlin, daughter of Rev. Cyrus Hamlin, missionary and first president of Robert College. They had three sons: George Hamlin Washburn, now a practicing physician of Boston, Mass., William Maltby Washburn, and Henry Homes Washburn.



HASTINGS, William Granger, lawyer, b. in Woodstock, Ill., 9 April, 1853, son of Carlisle and Hannah (Granger) Hastings. He passed his youth in Woodstock, where, also, he attended the public schools. At the age of nineteen he entered the University of Chicago, and was graduated after a classical course in 1876. He then removed to Nebraska, where he studied law, and was admitted to the bar the following year; immediately opening an office in Lincoln, and entering upon professional practice. Being possessed of the double equipment of adequate training and unusual mental powers, his practice soon became distinguished and successful. From the first he identified himself with the Democratic party and was prominent in its councils, and, although his practice occupied him closely, he made a place for public interest and service. In 1884 he was elected to the State senate of Nebraska and served through the years 1885-87; in 1889 he was made prosecuting attorney of Saline County; during the years 1891-1900 he served as district judge of the Seventh Judicial District of Nebraska, discharging the duties of this office with such ability, that in 1901, he was appointed superior court commissioner, a capacity in which he acted for the next three years. In 1904 Judge Hastings was called upon to accept the position of professor of law in the University of Nebraska, his particular branch being that of equity and constitutional law, in both of which subjects he is regarded as an authority. He has also contributed numerous articles on law topics and questions to various periodicals. While, to a considerable extent, he has retired from active political life, in order to devote his time to his practice and teaching, he is still deeply interested in politics, and his advice is often sought and highly valued by members of his party. In politics he is regarded by a large

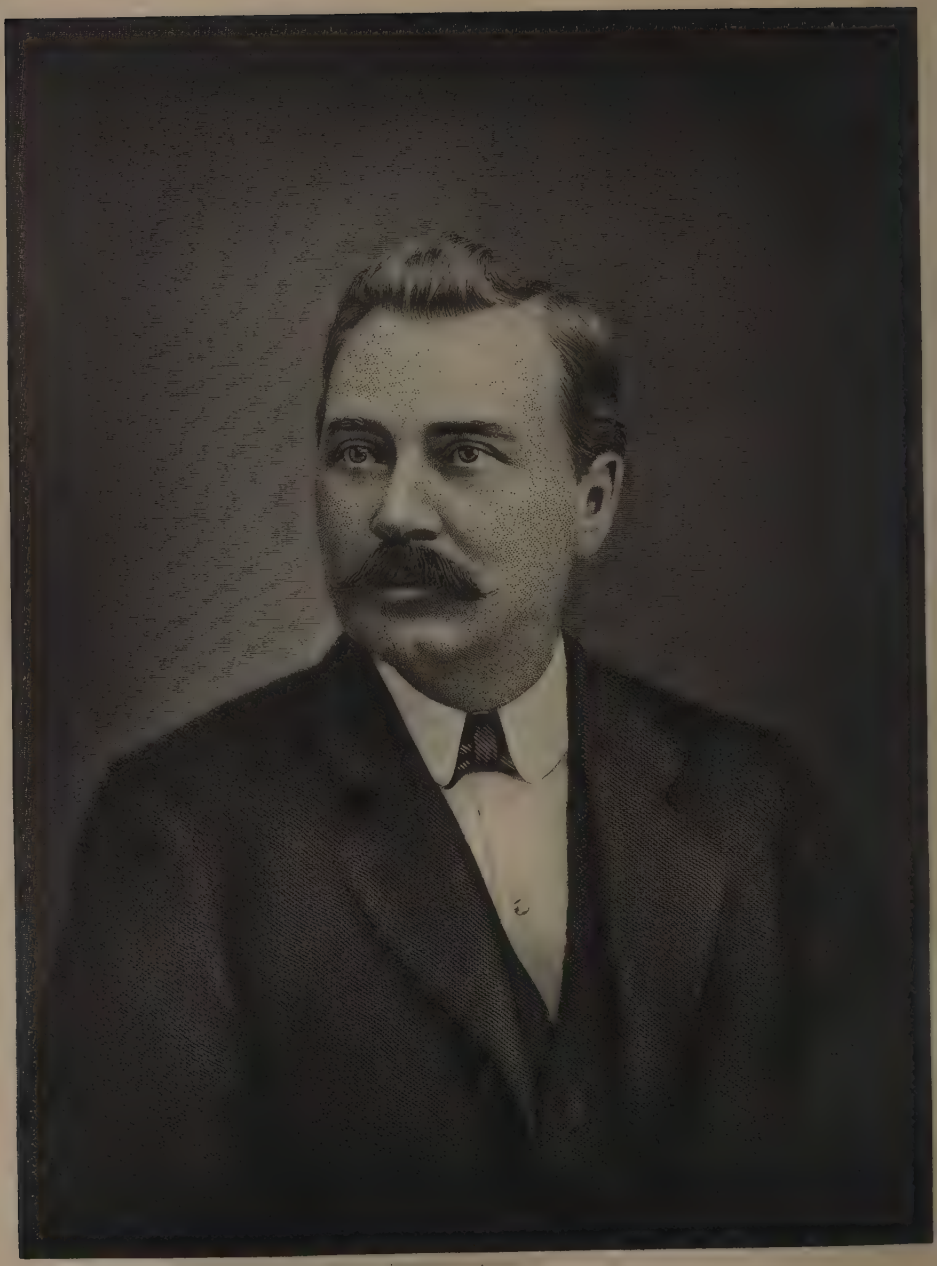
circle of acquaintances as a safe and judicious counselor. He is by nature conservative, but also a man of positive convictions. He married 20 Oct., 1880, Elizabeth Hackley, of Marengo, Ill.

FARNSWORTH, William Hix, lawyer, b. in Rockland, Me., 15 Aug., 1861, son of Theodore H. and Martha B. (Marston) Farnsworth. His father (1816-1912) was a sailor and soldier. His earliest American ancestor, Matthias Farnsworth, emigrated to this country from Lancashire, England, in 1603, settling in Groton, Mass. Matthias Farnsworth held a prominent position in the colony from the date of his arrival, and in 1675 participated in the war between the New England settlers and the Indians, known as "King Philip's War." The line of descent is then traced through Benjamin and Mary (Prescott) Farnsworth; Isaac and Sarah (Page) Farnsworth; Isaac and Anna (Green) Farnsworth; William A. and Elizabeth (Rutherford) Farnsworth; Ezra and Elizabeth (Lakin) Farnsworth; Amos and Lydia (Longley) Farnsworth; Jonas and Jane (Delop) Farnsworth; Benjamin and Dorcas (Whittermore) Farnsworth; Jonas and Thankful (Ward) Farnsworth; Isaac and Martha (Barth) Farnsworth; and Levi and Margaret Farnsworth, who were the grandparents of the subject of this sketch. William H. Farnsworth was educated in the public and high schools of Blair, Neb., where his family had moved when he was an infant. At the age of twenty-one, he engaged in the practice of his profession as a lawyer, in association with Col. L. W. Osborn. He met with success from the start, and in a comparatively brief period had attained a high position in the legal profession through his ability and intellectual attainments. In 1884 he accepted an invitation to become city attorney for Blair, Neb., and discontinued his general legal practice. During his term as city attorney, he successfully prosecuted the Fairbanks Scale Company, and represented the city in the federal courts in Omaha. In 1890 he was chosen assistant county attorney for Washington County, Neb. Throughout his long career, Mr. Farnsworth has specialized in corporation law. He was the leading counsel in the case of Jant vs. C. C. C. and St. L. Railway, which was carried to the United States Supreme Court. Notwithstanding his active legal career, Mr. Farnsworth is a member of many exclusive clubs, among them the Hawkeye Club, of which he is president, and the River Side Boat Club. On 15 June, 1883, he married Eugene, daughter of W. S. Coe, and they had one son, Park Goodwin Farnsworth, deceased.

William H. Farnsworth

BROOKS, James Gordon Carter, lumberman, b. in Salem, Mass., 25 Aug., 1837; d. in Chicago, Ill., 15 April, 1914, son of William Hawthorne and Sarah (Carter) Brooks. His father was for many years an instructor in preparatory schools in Boston and Cambridge. His earliest paternal American ancestor, Henry Brooks, came to this country from England in 1651, settling in Woburn, Mass. He was the first judge of the witchcraft cases at Salem. From him the line of descent is traced through John and Eustace (Monsall) Brooks; their son, John and Mary (Cranston) Brooks; their son, Timothy and Ruth (Wyman) Brooks, and their son, Leuke V. and Mary (Hawthorne) Brooks, who were the grandparents of James G. C. Brooks. The boy James was full of vigor and ambition, ready to work and eager in the enjoyment of all boys' sports. His education was limited to that afforded by the public and private schools of Cambridge and Boston, Mass., and was concluded when he was nineteen years old. He began his active business life in Chicago, Ill., in the employ of his uncle, Artemus Carter, at that time one of the leading lumbermen of the city. He took this first step from personal preference, guided by the firm belief that, if anything is worth doing at all, it is worth doing well, and that advancement and success are sure to follow consistent action in this line. In 1858 he entered the office of Charles Mears and Company, which was succeeded a year later by the firm of Mears, Bates and Company. Here he remained until 1879, when he withdrew to take a trip to Europe. Upon his return he became actively interested in the Oconto Company, organized by his former associates in Mears, Bates and Company, and in that of the Bay de Noquet Lumber Company, and Michigan manufacturing corporations operated by the same interests. In 1886 he succeeded George Farnsworth as president of both companies, acting in that capacity until 1907, when he was succeeded by his son-in-law, George J. Farnsworth, and retired from active business, but remained vice-president and a director of both of these companies. Upon the death of Eli Bates, Mr. Brooks was made executor of his estate and one of the bequests of his will was $40,000 to provide a monument of Abraham Lincoln for Lincoln Park, Chicago, Ill. The result of this bequest is the well-known Saint Gaudens statue of Lincoln which stands at the entrance to the park. Mr. Brooks took great pride in the way in which this bequest was carried out. Beginning like so many of our foremost American citizens, in a minor position, Mr. Brooks has made his way with rapid strides to places of recognized importance in the business world. He possessed very strong qualities of analysis, and it is undoubtedly through this and his thoroughness to get to the pith of subjects which enabled him to build up a successful business and organization. He carried these qualities into his dealings as

J. C. Brooks



Warren Springer

applied to purchases and sales. When subcontracting a proposition large or small he would give his closest study to every detail and knowledge of the existing conditions and prospects for the future, using as a basis the natural rules for the self-preservation and success of his company; but in addition to this he would [illegible] would appear as to its fairness, in the event he was the purchaser instead of the seller. Mr Brooks was definite in purpose and when dealings were consummated the efforts on his part would be to carry out to the fullest extent all of the real or implied intentions of the contract, for the benefit of the other party. His qualifications as a host were ideal. He loved to surround himself with his friends, at [illegible] surrounded by a farm, where it would be a constant endeavor to afford pleasure and [illegible] to his guests. In 1867, he married [illegible] ton, of Cincinnati, Ohio, and they had four children: Alice Hawthorne, now Mrs. George J. Farnsworth; Edith Gordon, now Mrs. Henry B. Collins; James Hambleton (deceased); and Charles Richardson Brooks (deceased).

SPRINGER, Warren, capitalist, b. in New York, N. Y., 9 Oct., 1844; d. in Chicago, Ill., 8 Feb., 1912, son of Henry and Roxanna (Dore) Springer. His earliest American ancestor was Carl Springer, who emigrated to this country from London in 1670, going direct to Jamestown, Va., later settling in Christina, now known as Wilmington, Del. He [illegible] New York, and at twenty years of [illegible] moved to Chicago, starting in the [illegible] business in a small way. In this business he [illegible] detail as he progressed, and was in charge of a [illegible] profitable business until 18[illegible] when the great fire destroyed the entire business section of the city. This calamity in no way discouraged Mr. Springer, who with characteristic enterprise and promptitude erected [illegible] eight story and basement, mill construction, building in Canal Street, south of Jackson Street, fronting the river, on ground that cost him $50.00 a front foot. The building was called "Springer's Folly" because he located the building far away from the then generally recognized business district. In 1893 the property was sold to the Tunnel Company at $2,500 a front foot, netting him a profit of approximately 5,000 per cent for his [illegible] resourcefulness and superior business [illegible] Mr. Springer was the originator of [illegible] ular style of factory building which [illegible] successful. He contended that [illegible] offices and salesrooms of a [illegible] should be [illegible] [illegible] building, and that if the [illegible] enough he could lo[illegible] and [illegible] the industry at a decreased operating cost. Consequently he [illegible] manufacturing building, the [illegible] permitted him to erect a woodwork[illegible] and a printers' building, erected [illegible] all thirteen buildings. [illegible] these structures, Mr. Springer [illegible] a comprehensive grasp of the various enterprises located there with a view toward centralization, and consequently increased the general efficiency, furnishing light, heat, steam, and power, night and day, summer and winter. In the early seventies and eighties power was furnished by means of rope transmission, which method was followed in the nineties by an electric plant, generating electricity for motor power and lighting purposes. Mr. Springer lived to see his idea adopted by building experts in all large cities of the country, and many capitalists in Chicago today are erecting similar buildings. His foresight and acumen is largely responsible for many of the desirable conditions existing in Chicago at this time. In 1893 he retired from the machinery business to devote his time exclusively to his large real estate holdings on the West Side, which won for him the distinction of being called "The Father of the West Side." The magnitude of these interests was considerable, yet so thoroughly systematized were his affairs that he handled them with [illegible] simple tastes and quiet demeanor, but whose strong personality impressed itself upon his associates, emphasizing, in a marked degree, precision, prudence, and determination. He possessed a faculty for persistent and [illegible] igable application, and displayed the intrinsic worth and force of his character, combined with such a remarkable degree of good judgment that his advice and co-operation upon [illegible] by all the [illegible] in contact with him. That he did more than any other man to develop [illegible] He was an eminent force impelled by a progressive spirit [illegible] [illegible] of the Episcopal Church, and a liberal supporter of many worthy benevolent organizations. On 4 April, 1893, he married Miss Marguerite, daughter of John V. and Mary F. (Ferguson) Maginness, of Newark, Ohio. He was survived by his widow and one daughter, Frances, wife of Edwin D. Keith, of Chicago.

SPRINGER, Marguerite Warren, wife of Warren Springer (q.v.), b. in Newark, Ohio, 27 March, 1872, daughter of John V. and Mary F. (Ferguson) Maginness. Through her father she is a descendant of one of the oldest and proudest families of Ireland, while her mother's ancestry is traced to Major Ferguson, one of the first six in Pennsylvania to sign the membership roll in the Cincinnati, of which he was a founder. Her environment as a child was not one of this progressive age, but [illegible] [illegible] vealed an unusual interest in the great prob[illegible] varied educational work in connection with [illegible] [illegible] [illegible] lution, and state regent of the Illinois Society. With a charming presence and pleas-

Warren Springer

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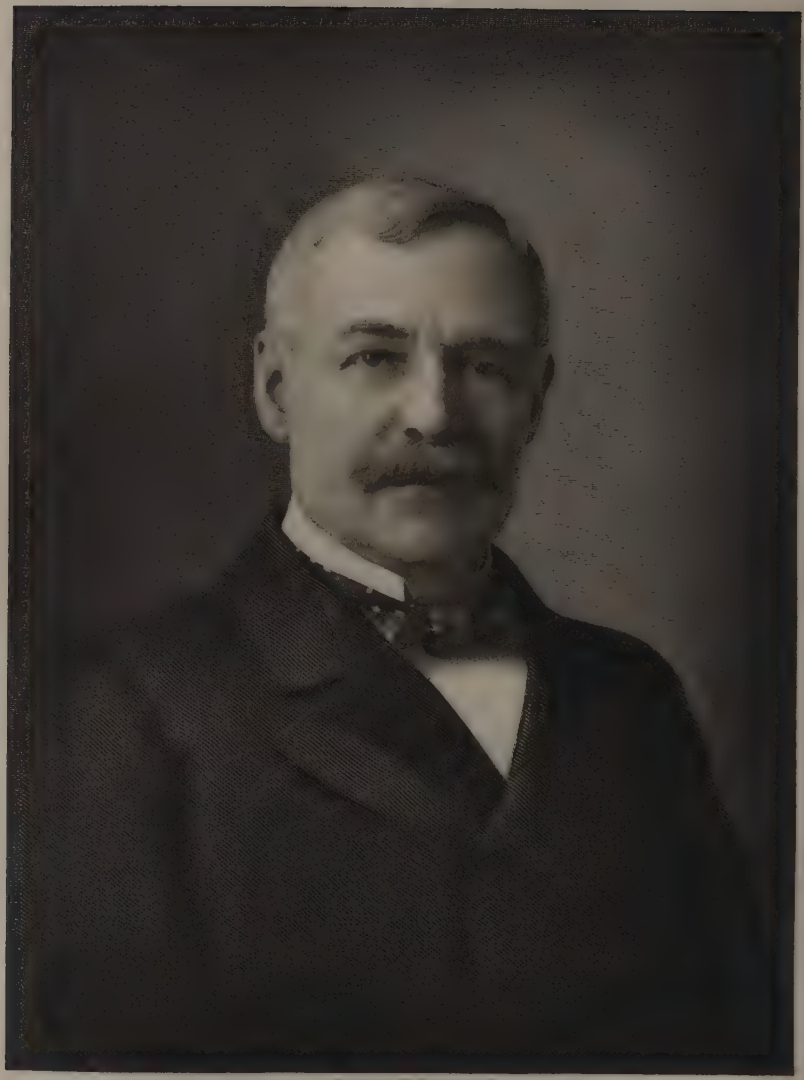
ing voice, she is a most fascinating lecturer, deeply interested in questions which are claiming the most serious attention of the learned men of the day. Exceedingly original in her thought, it is a delight to hear her speak either from the platform or in private life, while her subtle wit and vitriolic satire give zest to her most ordinary conversation. Dr. Oscar L. Triggs, of the University of Chicago, dedicated his book, "Chapters in the History of the Arts and Crafts Movement," to her, on account of her devotion to Industrial Art. Mrs. Springer is a member of the Chicago Press League, and an active organizer of the "Fields and Workshops Society," which is international in its scope, and has among its members many prominent men and women of the country. She is a womanly woman of exquisite taste and refinement, and is interested in the beautiful and rare and unique. Mrs. Springer is the owner of many valuable pieces of ancestral pewter, priceless China, matchless homespun linen and antique copper and silver vessels, the accumulation of centuries. There are few women so well versed in all things antique as Mrs. Springer, and it is an education to listen to her tell of Colonial times and customs. Among her treasures is an old-fashioned cabinet, crowded with ancient blue dishes, wonderful heirlooms from her great-grandmother. She has added to this wonderful collection three pieces of early Delft, the first china plates for which she paid $1,500. A mahogany table, with a century or two of years its dower, and a collection of all sorts of rare curios, are her delight. Possibly her most valued possession is an immense four-posted bed, on which George Washington slept. Proud of her ancestry, her greater pride is in the possibilities of the present and their achievement. Mrs. Springer is a graduate physician, and among her diplomas and certificates those most highly prized are a special certificate in gynecology and abdominal surgery and the authority to practice medicine and surgery in the State of Illinois. Mrs. Springer has done excellent service, not only in educational movements, but for all municipal, national, and patriotic causes. Alike by ancestry, by taste, by study and conviction, she is a true American patriot. She combines the characteristics of the refined woman, the cultured scholar, and the devoted friend. She possesses great benevolence of heart and believes in practical charity. Since the death of her husband, she has been actively engaged in the management of his vast business interests. She is a woman of wide business capacity, and many of the most discouraging difficulties have been surmounted by her determination, self-reliance, and unusual energy.

BICKFORD, Walter Mansur, lawyer, public official, b. in Newburgh, Me., 25 Feb., 1852, son of John Mansur and Hannah Folsom (Brown) Bickford. He is descended from a long line of American ancestors originally English settlers of Colonial days. John Mansur Bickford, the father, was engaged in the lumber business in Penobscot County, Me., but during his later years he retired and devoted himself to his farm at Newburgh. Having passed through the elementary grades of the local schools, Mr. Bickford entered the East Maine Conference Seminary, at Bercksport, where he studied for some years. Later he continued his studies at the Central Institute, Pittsfield, Me., meanwhile reading law with avidity, for he had determined to prepare himself for the legal profession. In 1878 Mr. Bickford passed his final examinations and was admitted to practice before the bar of Pennsylvania, whither he had removed by this time. But he did not immediately begin to practice. The call of the West was very strong still with young Americans of that day, though the railroad was now completed. Mr. Bickford decided to go West. At first he settled in Colorado, opening a law office at Robinson, in that State, but he did not remain there long. Montana, then still a Territory, was very sparsely populated, but gave promise of rapidly developing opportunities. Mr. Bickford decided to remove to Montana. Nor had he been deceived by his judgment. In Montana he settled and in Montana he remained for the rest of his life, rapidly attaining those objects to which he had aspired. He was a member of the last Montana territorial council, in 1888, and a delegate to the Constitutional Convention, held in the following year, when the territory had finally been admitted to statehood. In 1892 he was sent as executive commissioner for Montana to the Columbian Exposition at Chicago. At the first state election in Montana he was a candidate for the office of supreme judge, on the Democratic ticket, but failed of election. At the present time he is a member of the State Fish Commission. On 16 Oct., 1878, Mr. Bickford married Emma S. Woodford, daughter of Cyrus Filmore Woodford, of Jamestown, N. Y. They have had one daughter, Edith May Bickford, now Mrs. William Larkin Murphy.

Walter M. Bickford

HARRISON, Jesse Burton, publicist, b. in Lynchburg, Va., 7 April, 1805; d. in New Orleans, 8 Jan., 1841. His father, Samuel Jordan Harrison (1771-1846), who had been born on the plantation known as Skimino, in York County, Va., was fifth in descent from Richard Harrison, of Colchester, England, who, in 1634, settled in Virginia, where for nearly 200 years he and his descendants planted tobacco. Through his mother, Samuel Jordan Harrison was descended also from Samuel Jordan, of "Beggar's Bush" and "Jordan's Jorney" on the James River, a pioneer adventurer to Virginia and a member, in 1619, of the House of Burgesses, the earliest representative assembly convened in America. To this Samuel Jordan is attributed the tract, "A Discovery of the Barmudas Otherwise Called the Ile of Divels," which was hawked in the London streets in 1610, and doubtless inspired Prospero's bidding to Ariel "to fetch



Burton N. Harrison

presented at the grand ducal court at Weimar
occasion he left a pleasant description which is
included in the standard edition of Goethe's
conversations. After an extended tour in
Italy he stopped in Paris, attended and spoke
at public dinners celebrating the Revolution
by Samuel Rogers, the poet.
in his slashing article
" which was pub-
Review" for Febru-
ary, 1832
home in June, 1831,
Burton
Virginia at her lowest
economic
determined to seek his
career in the
as so many young
Virginians were
On the advice
of Henry Clay
himself at the
bar in New
to write a
"Life of Thomas
the invitation
of Jefferson's family
Mr. Clay's
influence he had
in Whig
political principles
delegate from
Virginia to the Baltimore
convention, which
formally founded the National Republican
and nominated Henry Clay for the
presidency. He then became a
and asso-
ciate of
the
Sam-
Burton Harrison
ed "Harvard University at
ry 17, '23." He
Stearns
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r. On 31 March,
to the Virginia bar
the
four years practice
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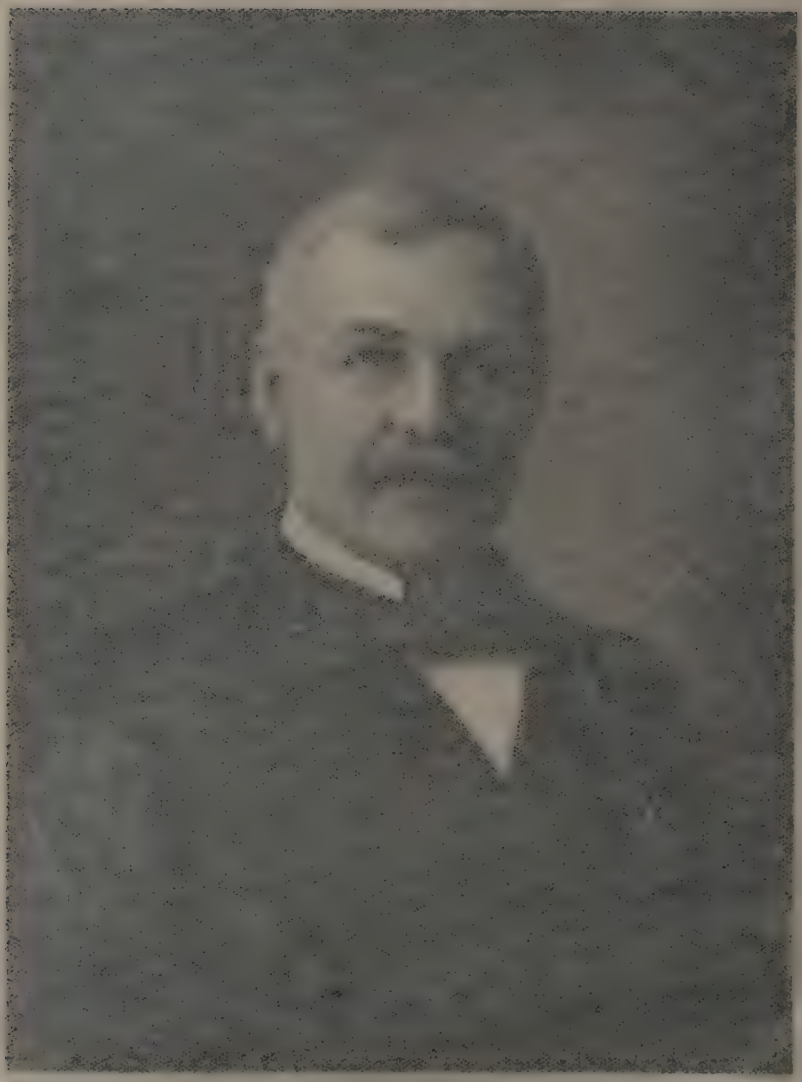
Mr.
and
of Geo
ork, he found
in Paris
he met the
alleyrand, Ben-
Taglioni
and at
the Uni-
whose father of Virginia
under General Jackson at the battle of
Burton N. Harrison was prepared for college
in Maryland
sippi, and thence went to Yale College, where
he was graduated with the class of 1859. At
into the Cary household in Balti-
where it was wedded to Randall's verses,



Burton J. Harrison

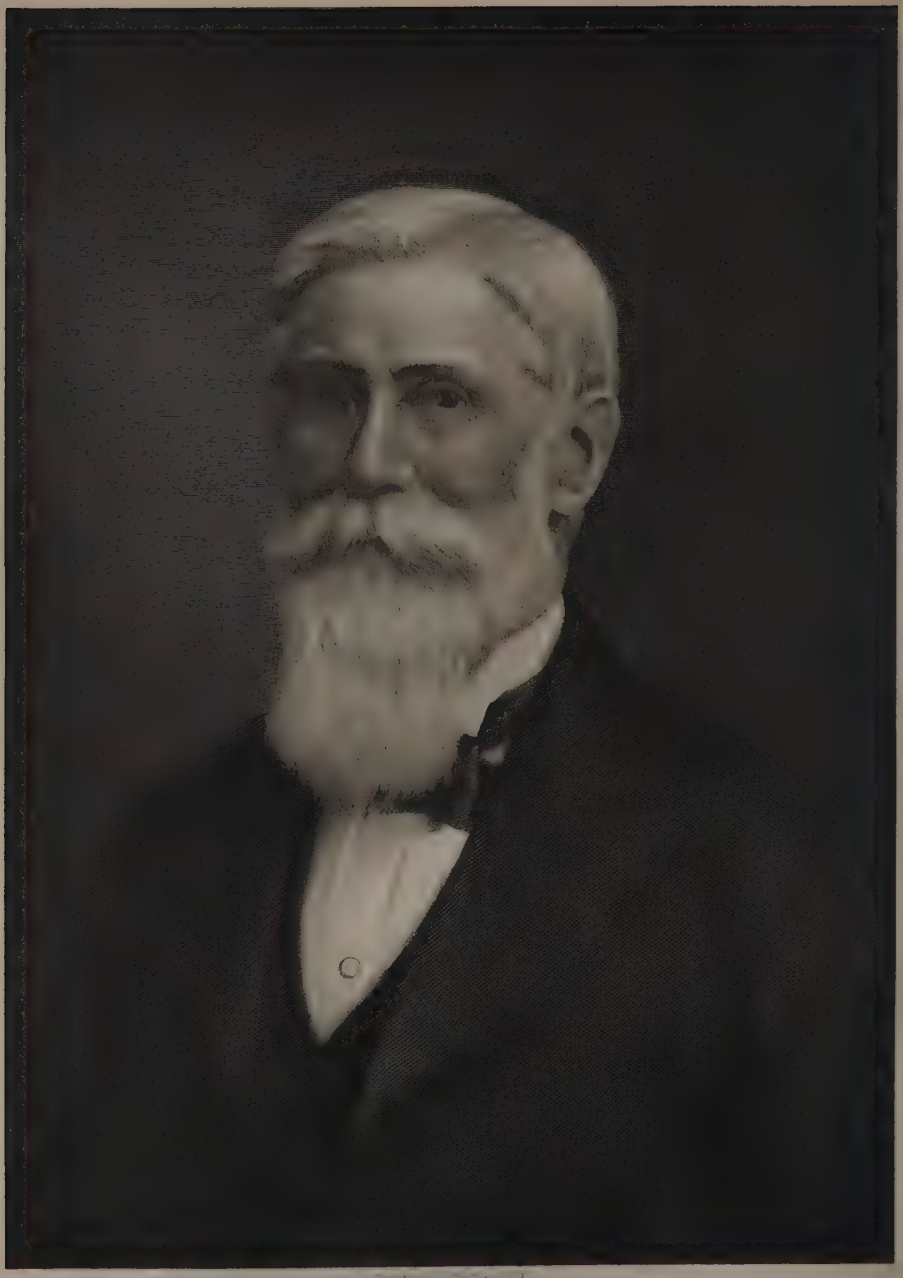
dew from the still vexed Bermoothes." Samuel Jordan Harrison was the first of his race to leave the family homestead in Skimino. In 1790 he went "West" and engaged in business as a tobacco merchant in Lynchburg. Here during the remainder of a long life he lived and prospered, being in a large way of business, the accredited agent of the French government, and one of the earliest manufacturers of tobacco in America. He was a country neighbor of President Thomas Jefferson, with whom he maintained a steady friendship and correspondence during many years. Jesse Burton Harrison was given an unusual opportunity of education. After graduation at Hampden-Sidney College, in 1821, he went, on President Jefferson's recommendation, to Harvard, and with his letters of introduction to Prof. George Ticknor. Among the Jefferson papers in the State Department at Washington is a lively, if somewhat sophomoric, letter describing the college life in New England, addressed by Jesse Burton Harrison to Mr. Jefferson and dated "Harvard University at Cambridge, January 17, '23." He studied law under Prof. Asahel Stearns and received an LL.B., among the first degrees in law granted at Harvard, but he evidently carried away more inspiration from the lectures of the brilliant young German-bred professor of belles-lettres, George Ticknor. On 31 March, 1825, he was admitted to the Virginia bar and during the ensuing four years practiced his profession, but spent much time in the households of Mr. Jefferson and Mr. Madison, from whom he imbibed political wisdom in familiar intercourse. During this period began his relations with his cousin, Henry Clay, and his earliest political writing. His "Discourse on the Prospect of Letters and Taste in Virginia" was widely read and quoted, and brought him into contact with the gifted Hugh S. Legaré, of South Carolina, who enlisted him as a contributor to the "Southern Review." He took an active part in the affairs of the American Colonization Society and appears in its organ, the "African Repository and Colonial Journal," in several impassioned and editorially commended speeches against the institution of slavery. This interest brought him into correspondence with Thomas Babington Macaulay. He later contributed to the "American Quarterly Review," for December, 1832, an important article on the economic aspects of the slavery question, which made his first large reputation as a publicist. In 1829 Jesse Burton Harrison followed in the footsteps of Professor Ticknor and embarked for a residence at the University of Göttingen and a grand tour. After an interesting and dramatic encounter with Col. Aaron Burr, in New York, he found himself launched in polite society in Paris. At LaFayette's evening parties he met the beau monde, consorted with Talleyrand, Benjamin Constant, and Cuvier; saw Taglioni dance; heard Sontag and Garcia sing, and at the play saw Mlle. Mars. He visited the Universities of Bonn and Jena, made the acquaintance of Schlegel, the translator of Shakespeare, and of Luden, the historian, and reached Göttingen in September, 1829. Here he studied under Blumenbach, Dissen, and Saalfeld, and made the traditional pedestrian excursion in the Harz Mountains. He was presented at the grand ducal court at Weimar and had the honor of meeting Goethe, of which occasion he left a pleasant description which is included in the standard edition of Goethe's conversations. After an extended tour in Italy, he stopped in Paris, attended and spoke at public dinners celebrating the Revolution of July, and made his way to England, where he was entertained by Samuel Rogers, the poet. His impressions of England were not sympathetic, as is revealed in his slashing article on "English Civilization" which was published in the "Southern Review" for February, 1832. On reaching home in June, 1831, Burton Harrison found Virginia at her lowest economic ebb and determined to seek his career in the "Southwest," as so many young Virginians were then doing. On the advice of Henry Clay, he established himself at the bar in New Orleans, and declined to write a "Life of Thomas Jefferson" on the invitation of Jefferson's family, because under Mr. Clay's influence he had become confirmed in Whig political principles. He was a delegate from Virginia to the Baltimore Convention, which formally founded the National Republican party and nominated Henry Clay for the presidency. He then became a friend and associate in various literary ventures of Salmon P. Chase. At New Orleans he immediately became identified with the community, lectured at Jefferson College, bearing the principal rôle in the foundation of the Louisiana Historical Society, and laid the foundation of a strictly professional reputation by editing and condensing the Louisiana law reports in a form which was standard authority for many years thereafter. In 1836, at Clay's suggestion, he assumed the editorial conduct of the Whig organ, the "Louisiana Advertiser," during the campaign against Jackson. He wrote with spirit, with good manners, and with good humor, but he hit hard. He conducted a political correspondence with the leaders of the Whig party all over the country, which constitutes an important part of the "Burton Harrison Collection" MSS. now in the Library of Congress. In such endeavors he contracted yellow fever and died before he had completed his thirty-sixth year. A protégé of Judge Alexander Porter, his political future was ripening and, indeed, was assured, but he did not live to take the seat in the Senate of the United States for which his party intended him.

HARRISON, Burton Norvell, lawyer, b. in New Orleans, 14 July, 1838; d. in Washington, D. C., 29 March, 1904. His father, Jesse Burton Harrison (q.v.), died in 1841, leaving him in the charge of his widowed mother, whose father, of Virginia stock, had been long established at New Orleans, having served under General Jackson at the battle in 1814. Burton N. Harrison was prepared for college in Maryland, entered the University of Mississippi, and thence went to Yale College, where he was graduated with the class of 1859. At Yale his career was distinguished by college honors, he was president of Linonia, an editor of the "Lit," a member of Skull and Bones, and of Phi Beta Kappa, and it was from Yale that he brought the air of "Lauriger Horatius" into the Cary household in Baltimore where it was wedded to Randall's verses,

"Maryland, my Maryland," as a memorable war song. From Yale College he returned to the University of Mississippi as assistant professor of mathematics, intending to study law and go to the New Orleans bar, where his father's reputation held a place for him. So engaged, he heard the news of the fall of Fort Donelson in February, 1862, the tocsin which called the young men of the Southwest to arms. Being about to enlist in the Washington Artillery of New Orleans, Burton Harrison was suddenly and quite unexpectedly summoned by a message from his friend, L. Q. C. Lamar, to come to Richmond for service as private secretary to the President of the Confederate States. He went, and though several times he sought leave to resign in order to take service in the field, he remained a member of Mr. Davis' official staff to the end. His relations with the Chief, as he always termed Mr. Davis, were intimate and cordial, both officially and personally. Toward all the public men of the Confederacy he also acquitted himself with credit and universal approval. He made friends in all the political circles at Richmond, and Mr. Davis, who felt the weight of a growing unpopularity as the war progressed, leaned upon him heavily. His part in the events following the debacle of the Confederacy is told in his story of the "Capture of Jefferson Davis," which was published in the "Century Magazine" for November, 1883, the only record of his war experience Burton Harrison was ever induced to write. He was made prisoner with the President and his family near Irwinville, Ga., on 10 May, 1865, and, separated from his Chief, was immured in the Naval Penitentiary at Washington. His painful and humiliating adventures in "that filthy monument to vulgar crime" have been related with stirring sympathy by his wife in her "Recollections, Grave and Gay." Later he was removed to solitary confinement at Fort Delaware, where he spent nine months, being held, without any preferred charges, after all other political prisoners, except Mr. Davis, had been released, while the authorities at Washington made up their minds whether they should or should not attempt a criminal prosecution for participation in a political revolution. In the end he was set free without condition, a result accomplished largely by the solicitation to President Johnson of the venerable Francis Preston Blair, Sr., and by the recommendation of his father's friend, Chief Justice Chase. While at Fort Delaware, his Yale College classmates, Eugene Schuyler and S. Davis Page, had managed to supply him with law books, and so he laid the foundation of his legal education, afterward completed under Charles O'Conor in New York. His original plan had been to return to New Orleans, where Judge John A. Campbell, who had been a justice of the Supreme Court of the United States before the war and resigned to become assistant secretary of war in the Confederacy, invited him to enter a law partnership, but he determined eventually to seek his career out of the South and in New York. After a tour of Europe in the summer of 1866, he was admitted to the New York bar. During the first six months he devoted himself under Charles O'Conor almost exclusively to the negotiations and legal procedure for the release of Mr. Davis from his imprisonment at Fortress Monroe, and when that was at last accomplished in 1868, turned to the building of his own fortunes. In the public interest he took an important part in the impeachment of Judge McCunn, in 1872. In the summer of 1875, he became secretary and counsel of the first Rapid Transit Commission of the city of New York, whose recommendations resulted in the building of the elevated railroads. In time he became, and long continued to act as, counsel of several of the largest public service corporations, but he always followed the tradition of the old-fashioned barrister and practiced alone, not as one of a large firm of associated lawyers. He took an active part in politics when he first came to New York, but soon eschewed them largely by reason of his disappointment at the loss of opportunity of the Democratic party resulting from the manner in which Mr. Tilden's campaign, to which he had ardently lent himself, was conducted, and so without regret declined offers of political preferment, notably Mr. Cleveland's invitations that he should become Assistant Secretary of State and later Ambassador to Italy. His profession took him frequently afield and he traveled much in various parts of the world, but he became an inveterate New Yorker and was a constant frequenter of clubs.

HARRISON, Constance Cary, author, wife of Burton N. Harrison, b. in Fairfax County, Va., was the daughter of Archibald Cary and Monimia Fairfax, and so is a representative of two of the small group of families which dominated Virginia socially and politically during the eighteenth century. She has recorded the picturesque and varied incidents of her active life in her "Recollections, Grave and Gay," which was the last book of a prolific pen during many years. Her novels, her historical studies, her plays, her essays, have all made her name well known to a wide public. The best known are: "Woman's Handiwork"; "Old-Fashioned Fairy Books"; "Folk and Fairy Tales"; "Bar Harbor Days"; "The Anglomaniacs"; "Flower-de-Hundred"; "Sweet Bells Out of Tune"; "Crow's Nest and Bellhaven Tales"; "A Daughter of the South"; "A Bachelor Maid"; "An Errant Wooing"; "A Merry Maid of Arcady"; "A Son of the Old Dominion"; "Good Americans"; "A Triple Entanglement"; "A Russian Honeymoon" (play); "Little Comedies for Amateur Acting"; "The Circle of a Century"; "A Princess of the Hills"; "The Unwelcome Mrs. Hatch" (play); "Latter-Day Sweethearts"; "Transplanted Daughters"; "Recollections, Grave and Gay."

HARRISON, Fairfax, railroad president, b. in New York, 13 March, 1869, son of Burton Norvell and Constance (Cary) Harrison. He was graduated at Yale College in 1890; studied law at Columbia; was admitted to the New York bar in 1892, and later entered railroad service in the law department of the Southern Railway Company at Washington, D. C. He became assistant to the president in 1903, under the late Samuel Spencer, vice-president in 1906, and in 1910 was transferred to Chicago as president of the Chicago, Indianapolis and Louisville Railway Company (Monon). In 1913, on the death of W. W.



Edward Goodman

grammar school

at Clipstone. In

he went to

to make a visit to America.
June, 1852, he embarked from Liverpool

Mr. Goodman's brother Joseph had
to America and settled in Chicago.
Goodman spent the winter months with
mother brother, John Goodman, in St. Louis

last Monday's mail received the
said 'Christian Times.' When he

Edward Gardiman

Finley, he was elected president of the Southern Railway Company and of its affiliated companies. He has produced several books, a "History of the Southern Railway System," "The Harrisons of Skimino," "Roman Farm Management," and a variety of papers on economic, classical, and agricultural subjects. He resides at Belvoir, Fauquier County, Virginia.

HARRISON, Francis Burton, statesman, b. New York, 18 Dec., 1873, son of Burton Norvell and Constance (Cary) Harrison. He was graduated at Yale College in 1895, studied law at the New York Law School, where he served as instructor in the night school for several years, and was admitted to the New York bar in 1898. In June, 1898, he enlisted for the Spanish War as private in Troop A, New York Volunteer Cavalry, and was later promoted to be captain and A. A. G. In 1903 he was elected as a Democrat to be Representative in Congress from the Thirteenth New York District, and served in the Fifty-eighth, Sixtieth, Sixty-first, Sixty-second, and Sixty-third Congresses. During his last term he was the patron of the bill enacted and known as the Harrison law for the prevention of the abuse of drugs, a notable piece of constructive social legislation. He served as the second in rank on the Ways and Means Committee, introducing and carrying through the chemical schedule of the Underwood tariff. He was Democratic candidate for lieutenant-governor of New York in 1904. In 1913 he was appointed governor-general of the Philippine Islands and is still (1917) serving in that capacity.

GOODMAN, Edward, newspaper publisher, b. in Clipstone, Northamptonshire, England, 10 May, 1830; d. in Chicago, Ill., 14 Feb., 1911, son of Thomas and Catherine (Satchell) Goodman. Kettering, not far distant from Clipstone, in the early part of the nineteenth century was the center of that strong movement of religious sentiment which was essentially a reaction against the formalism and the autocracy of the English Established Church and an attempt to return to the simpler tenets of the original teachings of Christ. Various other sects participated in this virile tendency, but the Baptists were among the most uncompromising and determined. Among their leaders were John Howard, Andrew Fuller, and William Carey. Mr. Goodman's father was among the earlier converts and took an active part in the movement, being also a deacon of the Baptist chapel at Clipstone, non-conformist church organizations being designated as chapels. How strongly the boy was impressed by these surroundings may be judged from the following extract from his diary: "1842, in May, Clipstone—My mother took me to Kettering. The great occasion was the jubilee of the Baptist Missionary Society, it having been organized at Kettering 2 Oct., 1792. The meetings were held in a large tent, back of the mission house where the society was formed. Here I heard the great Baptist ministers speak: J. P. Mursell, William Knibb, Joseph Angus, Goodwin, Cox, A. G. Fuller, John Howard, Hinton, Eustace Carey, Robinson, Gurney, Reynolds, Hogg, and others. At these meetings I gained my first great impression of foreign missions, which has influenced me through my life." At about the age of six he entered the Clipstone grammar school, which he attended until he was twelve years of age. He then became a pupil in the private classical school of the Rev. T. T. Gough, the pastor of the Baptist chapel at Clipstone. In February, 1845, when fifteen, he went to Leicester, some twenty miles distant, where he was apprenticed for six years to John W. Clark, a prominent apothecary. During the full period he remained, as was the custom with apprentices in those days, a member of the family of his employer. Here he attended the Harvey Lane Baptist Chapel, of which the Rev. James Phillips Mursell was the pastor. In 1846 he was baptized and received into the church. In the winter of 1850 Mr. Goodman's health began to fail, and in May, 1851, he definitely gave up his work and went to London. The next three months he spent at the seaside at Brighton, and returning to Leicester, he consulted a physician and was by him advised to make a voyage to America. In June, 1852, he embarked from Liverpool on the steamship "Sarah Sands." Some years previously Mr. Goodman's brother Joseph had emigrated to America and settled in Chicago. Mr. Goodman spent the winter months with another brother, John Goodman, in St. Louis. Upon his return to Chicago he became connected with the "Christian Times," now known as "The Standard." In August, 1853, the first number of this publication was issued. A committee had been appointed by the Fox River Association to make arrangements for the publication of a Baptist paper to succeed the "Watchman of the Prairies." To this committee the subscription list of the "Watchman" was transferred and it accordingly began the publication of the paper, Dr. J. C. Burroughs being chief editor. Mr. Goodman took out the first number and canvassed the churches for subscribers. His efforts proved eminently successful, so presently he extended his tours, and, as field agent, visited the Baptist churches throughout Illinois, Wisconsin, and Iowa. During these tours, which were largely on foot and on horseback, Mr. Goodman's health greatly improved. In Southern Illinois he bought a horse and for about six months he rode among the log cabin settlers. The editorial which follows, printed in the Benton (Ill.) "Standard" of May, 1854, when Mr. Goodman was traveling in Southern Illinois, is of special interest, particularly as John A. Logan was then editor of the paper:

FARMERS LOOK OUT!!
A Wolf in Sheep's Clothing!!
Abolitionists Perambulating the County Under the Garb of Religion

"A week ago a *very nice young* man called at our sanctum and introduced himself as the agent for a religious paper published at Chicago in this state, *miscalled* the 'Christian Times.' Said young man's name is *E. Goodman,* and being of good address, insinuated himself very soon to the good people of this town and county, as the canvasser for a *purely religious* paper,—several of our best citizens and farmers were induced to subscribe—believing it was such a paper as he represented it—they paid him the money, and per last Monday's mail received the aforesaid 'Christian Times.' When lo! what did

they discover—instead of its being as represented by said Goodman, a purely religious paper—teaching 'joy on earth and good will to man,' they found that the said 'Christian Times' is conducted by a thorough-going abolitionist, one who signed that notorious memorial to Congress against Judge Douglas' Nebraska Bill—and its columns teem with abolition ravings of the blackest kind dressed up in the garb of religion in order to deceive the honest but unsuspecting farmer in the south part of the state. Several of our citizens who were thus duped, have concluded not to take the paper from the Post Office—leaving to the honesty of the publisher whether he will refund them their money or not. We would, therefore, respectfully caution the people of Williamson and other portions of south Illinois against this and all other perambulating abolitionists, whose sole aim it is to agitate and disturb the peace and good feeling of the country—and if possible bring about a dissolution of the Union. Touch not the unclean thing—have nothing to do with abolitionists and their publications, even if they bear a 'Christian' name—the end thereof is ruin. We would further advise the said nice young man to go home, if he has such a place—at all events he will find that southern Illinois is not the place where he can hawk incendiary abolition documents with impunity, notwithstanding his cloak of religion."

Mr. Goodman continued traveling, visiting the State of Iowa, where he was successful in his efforts, and he continued in this employment for three years, until October, 1856. While doing this work he traveled 700 miles. Meanwhile, having saved his earnings, he was able, in the following January, to purchase one-fourth interest in the publication for which he had labored. Later he was able to increase his interest to one-half, his partner being the Rev. Leroy Church and the editor-in-chief being Dr. Justin A. Smith. With the latter especially Mr. Goodman was very intimate, being in fact a member of his household. Together the two partners strove to make of their publication all that could be desired by its readers. In September, 1854, Mr. Goodman had become a member of the First Baptist Church of Chicago, and in 1863 he was elected deacon of this church, an office which he continued to fill until his death. It was in that same year that he was chosen treasurer of the Baptist Theological Union, which later founded the Baptist Union Theological Seminary, now known as the Divinity School of the University of Chicago. Of this organization he remained treasurer for thirty-nine years, or until 1902. Mr. Goodman was elected a member of the board of managers of the American Baptist Missionary Union in 1874, and a member of its advisory committee. At the same time he was elected a vice-president of the American Baptist Publication Society, whose headquarters were in Philadelphia, and in the absence of President Croser he presided at the annual meetings at Detroit in 1884, at Saratoga in 1885, at Minneapolis in 1887, at Denver in 1893, at San Francisco in 1899, and at Detroit in 1900. This office he held until 1901, when ill health compelled him to resign. He was also elected a member of the board of the American Baptist Education Society, which in 1890 founded the University of Chicago and on which occasion Mr. Goodman was made a trustee of the new institution. In February, 1877, Mr. Goodman, together with others, founded the Chicago Baptist Social Union, of which he was president during the years 1881, 1882, 1887, and 1888. As such he introduced to Chicago Baptists many prominent men within the denomination, such as Dr. P. S. Hensen, Dr. George C. Lorimer, Martin B. Anderson, the Rev. Charles Spurgeon, and many others. At the December meeting in 1903 he was elected an honorary member of the organization. He was also chosen moderator of the Baptist General Association of Illinois, at Joliet, Ill., in 1888; at Mt. Vernon, Ill., in 1889, and at Elgin, Ill., in 1890. Meanwhile Mr. Goodman and his associate had no small difficulty in maintaining their publication. In 1864 R. R. Donnelley, of Kingston, Canada, was induced by Mr. Goodman to come to Chicago, and he joined him and Leroy Church in the printing business which published "The Standard," whereupon the firm became—Church, Goodman and Donnelley. Together the three partners strove against financial difficulties. These were eventually overcome and "The Standard" placed on a self-supporting basis. Mr. Goodman is justly entitled to be considered a pioneer in the field of denominational church journalism. He figured prominently in the development of the University of Chicago, now one of the biggest and most important educational institutions in the country. About eight weeks before his death he turned over to Harry Pratt Judson, president of the university, who was one of his intimate friends, eight portfolios containing documents, correspondence, and similar material, which is being preserved in the institution for the use of successive presidents, and was referred to and used by Dr. T. W. Goodspeed in writing the history of the institution, both old and new. Among the papers are certain original letters from John D. Rockefeller relative to the original offer of $600,000, provided the Baptists of Chicago raised an additional $400,000. The following statement issued from the president's office, on the occasion of Mr. Goodman's death, addressed to his widow, throws some light on his early connection with the university: "In the death of Edward Goodman the trustees of the University of Chicago realize that a life-long friend of higher education has passed away. They recall that for thirty-nine years he was connected as treasurer with the Baptist Theological Union and the Theological Seminary, now the Divinity School of the University. The University had no warmer friend or more faithful trustee than Mr. Goodman. He served efficiently as chairman of the standing committee on the University Press for many years. His continued attendance at the meetings of the trustees even after his health became impaired was most gratifying to his associates. He was a man of such devout, spiritual character that he was commonly called upon to offer the prayer at the opening of the meetings of the trustees. Mr. Goodman played

a great part in the life of his denomination, not only in Chicago, but throughout the country. In his death the Baptist denomination has lost one of its most useful men and the world is poorer for his loss. The trustees extend to his family their deepest sympathy. (Signed) T. W. Goodspeed, Secretary." Though a sectarian in his religious affiliations, and firmly convinced that the Baptist denomination stood for a vital truth, the quality of narrowness was entirely absent from his religious attitude. He judged people of other denominations by their sincerity rather than by the precise tenets of their beliefs. He could respect men or women of any religion, provided only that they were in earnest. "To me," said Mr. Goodspeed, secretary of the University of Chicago, in summing up Mr. Goodman's character, "the great thing was the spirit of the man. That spirit was, first of all, profoundly religious. Religion was the passion of his life. To him God was the one great, ever present reality . . . his religion was a religion of the spirit. He sought after the essential thing in religion." On 30 Sept., 1858, Mr. Goodman married, in Milwaukee, Mary Eliza Brande. They had two children, Zula Augusta and Herbert Edward Goodman.

LYMAN, John Van Reed, physician and surgeon, b. in Pepin, Wis., 13 June, 1857, son of Timothy and Valeora Van Reed Lyman.

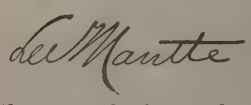
J. V. R. Lyman M.D.

His father was a clergyman and superintendent of the first colored schools in Savannah, Ga., after the Civil War. He traces his descent from Richard, who came to this country aboard the vessel "Lion" from Norton Mandeville, England, in 1631, landing in Boston, Mass. Later this ancestor became one of the original proprietors of Hartford, Conn., in company with sixty other persons who arrived on the same ship, and made their way to that place by a dangerous journey over mountains and through trackless wilderness. The family has an honorable military and patriotic record, many members participating in every war this country has had. When John V. R. Lyman, subject of this sketch, was an infant his mother died and he was given over to the care of his grandparents. He became interested in the study of medicine early in boyhood, but the finances of his grandparents made it necessary for him to seek employment at the age of thirteen. He worked indefatigably at the odd jobs he secured, and with the money earned in this way paid for his study and lecture courses at the St. Louis Medical College and at the Rush Medical College, Chicago. In 1880 he was admitted to practice, and in the most straightforward endeavor won for himself a high place among medical practitioners in the succeeding years. He visited the clinics of London, Berlin, and Vienna in 1887-88, and has since made frequent visits to many other European and American clinics. Dr. Lyman is a man of tact, energy, and efficiency, and has been for many years railway surgeon, member of the board of health, and surgeon for the Sacred Heart Hospital. Not only has he distinguished himself in actual practice, but he has contributed many valuable papers to the medical publications from time to time. He is a member of the National, State, and County Medical Societies; the Railway Surgeon's Society, and served also as president of the State Medical Organization. He was twice married—first on 7 June, 1882, to Maude Kepler, of Eau Claire, Wis., and second on 21 Aug., 1909, to Mary Desbro Sylvester, of Toronto, Canada.

BOYNTON, Melbourne Parker, clergyman, b. in Lynn, Mass., 6 Nov., 1867, son of Benjamin (Skinner) and Mary Elizabeth (Groscup) Boynton. His father was an architect and builder and a soldier in the Union army during the Civil War. Melbourne P. Boynton was educated in the public schools of Vineland, N. J.; California College, Oakland, Cal.; the Divinity School, and at University of Chicago, Chicago, Ill. Later he attended Des Moines College, where the degree of D.D. was conferred upon him on 14 June, 1911. His first charge was that of assistant pastor of the First Baptist Church in San Francisco, Cal., of which church he became pastor in July, 1894. Three years later he was chosen pastor of Woodlawn Baptist Church, one of the most difficult of city parishes, which he built up into one of the largest and most successful churches in the entire city. He remained there more than twenty years. Outside of the regular work of a large city parish, Dr. Boynton has given his services freely in the interest of good government and the general public welfare. He has served as president of the Illinois Pastoral Union; president of the Chicago Church Federation Council; Moderator of the Chicago Baptist Association; secretary of the Night Church of Chicago; chairman of the Sunday Evangelistic Campaign; chairman of the Sunday Evangelistic Campaign of One Hundred; president of the Chicago Ministers' Conference; chairman of the Baptist Illinois Temperance Committee; secretary of the Headquarters Committee of the Illinois Anti-Saloon League; national trustee of the Anti-Saloon League of America, and president of the Illinois Vigilance Association. A noteworthy incident in his career as a pastor was his remarkable sermon, the first in Chicago's fight on the "red light" district, which was largely responsible for the widespread crusade against white slavery which was later taken up by churches and civic bodies all over the United States. Believing the legislators to be the representatives of the toiling masses, the champion of the poor and oppressed, Dr. Boynton has been an active participant in local and State politics, and was selected as chaplain of the Illinois State senate. In the vigorous temperance fight of 1916, he was candidate for Congress in the Second Congressional District of Illinois. His campaign speeches were notable for brilliancy and their fearless condemnation of legislative abuses. Dr. Boynton is a born leader of men, with an ability to

succeed where others fail, a quality which can only be explained by the word personality. As a preacher and theologian he presents the rare combination of a liberal head with an evangelical heart. Scholarly in attainments and hospitable to new truth, he still retains his grip on the old gospel and its power to save men. He is endowed with a Puritan conscience, but is also blessed with a winning and conciliatory disposition, which is generous and charitable toward those who differ with him. No single parish, however large, could confine or monopolize Dr. Boynton's comprehensive sympathy and abounding energy. In city, state, and nation he is a force to be reckoned with. His sermons, dealing with moral, civic, and political problems of the day, are more widely quoted in the public press than the utterances of any other minister in Chicago, owing partly to his ability to coin picturesque phrases and sum up a campaign in an epigram. Always strong and unequivocal on every great moral issue, Dr. Boynton at the same time preserves a poise and balance which violent reformers too often lose. His capacity for work is enormous. It is this combination of inexhaustible energy, moral enthusiasm, evangelical fervor, and willingness to spend and be spent in every good work which marks Dr. Boynton as one of the most valuable and useful men in his calling. He is a member of the City Club of Chicago, and is fond of outdoor life and an adept with tools, especially in carpentry, having built with his own hands his summer home at Little Point Sable, Mich. On 8 Sept., 1892, he married Hattie, daughter of Thomas Franklin Wells, of Penacook, N. H., and they have two sons, Melbourne Wells Boynton and Franklin Benjamin Boynton.

MANTLE, Lee, U. S. Senator, b. in Birmingham, England, 13 Dec., 1851, son of Joseph and Mary Susan (Patrick) Mantle. His father died before his birth and the burden of the support of the family fell to the mother, a task which she performed courageously and well. In 1864 the family emigrated to America and settled in Salt Lake City, Utah. Lee Mantle, who was then in his tenth year, was "placed out" to work for his board and clothes and for four years was employed in herding cattle and in farm labor. At the age of sixteen he was still a farm laborer and earning his board and $50.00 for his year's work. About this time the Union Pacific Railroad was completed to Utah and young Mantle obtained a job at driving a team, hauling ties, etc. He was thus employed when the Union and Central Pacific Railroads met at Promontory, in Utah, and were completed in 1869. The following year he walked to Malad City, a distance of 125 miles, where he was given a job in driving oxen and hauling salt, by B. F. White, later governor of Montana. After two years he took up telegraphy, receiving his tuition on condition that he keep the line in repair through the winter. He learned rapidly and was finally given the position of general repairer on the main line between Ogden and Green River on the Union Pacific Railroad for the Western Union Telegraph Company. After four months he was given an office on the overland stage line between Corinne, Utah, and Helena, Mont. During the following summer he purchased the Home Station at Pleasant Valley, on the apex of the Rocky Mountain range, and was telegraph operator, postmaster, and stage agent; also acquiring an interest in the old Beaver Canyon toll-road. In 1887 he disposed of these interests, and removed to Butte, Mont., where he opened the Wells-Fargo express office. Two years later he was given charge of the first telegraph office opened at Butte and also became that city's first insurance agent. About the year 1880, Mr. Mantle became an active participant in the political and municipal affairs of Butte, being influential in securing its incorporation as a city and serving as its first alderman. He organized the Inter-Mountain Publishing Company and was business manager and owner of the "Daily Inter-Mountain," the first daily Republican newspaper in western Montana, which was largely responsible for shaping and advancing the policies of the party in the State. In 1882 he was elected a member of the lower house of the territorial legislature; was renominated in 1884, but defeated because of his refusal to give a pledge required by the gambling element. In 1885 Mr. Mantle was named as candidate for governor of Montana, to succeed Governor Crosby, who was made First Assistant Postmaster-General by President Arthur, but the contest between eastern and western Montana occasioned his defeat. In 1886 he was again elected to the legislature. In 1887, when the Northern Pacific Railroad Company sought to secure from the government patents to large grants of mineral lands in Montana Territory, he was made president of the Mineral Land Association, formed by the citizens to prevent the attempt, and through his agency such a vigorous fight was made that the issuance of patents to the railroad company ceased for all time. Subsequently this movement was sustained by the U. S. Supreme Court. In 1888 Mr. Mantle was re-elected to the lower house and was the speaker of the sixteenth and last territorial assembly. In 1899 Montana was admitted as a State and in 1890 Mr. Mantle was defeated by only two votes for the United States Senatorship. In 1892 he was elected mayor of Butte by a very large majority. In 1890 he had been made chairman of the Republican State Convention held at Butte, and in 1892 was made chairman of the Republican State Convention, and chairman of the Republican State Central Committee, which secured the election of Governor Rickards. In 1893, when Senator Sanders' term expired, the



Elon Huntington Hooker

to appoint a successor and ... appointed Mr. Mantle to ... the U. S. Senate ... the governor to appoint under ... However, two years ... Mantle was unanimously elected ... on the first ballot ... U. S. Senate ... has been ... other ... Charles S. Wilson, ... mining ... which ... manager and did a ... business. ... the ...

(Smith) Knowles. One of his ancestors was Richard ... who came ... country ...

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gations and his keen desire to suppress the lawless element. ... of his long term of office many ... were brought before him, among which were the long and trying litigation ... Augustus Heinze and the Amalgamated ... company and many cases growing ... fortunes in the fluctuating ... retired from the ... reputation he acquired ... Knowles was known ... unflinching integrity. ... gate to the Constitutional ... member of the first Republican ... elected in 1871. Mary Currie, ...

... Knowles, civil engineer, ... Engineer, N. Y., 23 Nov., ... and Susan Pamela ...

... in the early history of the United ... and framer of the Declaration of Independence and governors of Massachusetts and of Connecticut. His first paternal American ancestor, the Rev. Thomas Hooker

In June, 1636, he removed with the entire congregation, of which he was pastor, to the banks of the Connecticut River, where they founded the towns of Hartford, Windsor, and Wethersfield, known as the Connecticut ...

... association of Connecticut ... was the father of the jurist ... Also on his paternal side ... of Governor ... Oliver Wolcott ...

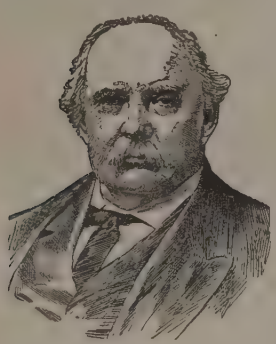
... Secretary of the Treasury ... C. Goddard, in which post he ... Washington's successor, ... side, Mr. Hooker is descended ... Huntington family of Connecticut ... served with distinction ...

... becoming governor ...

... till 1781, a member of the ... from 1776 till 1783, a signer of the Declaration of Independence, and Chief Justice of the Supreme Court of Connecticut in 1784. The family habit of being governor was further augmented by the latter's nephew, Samuel Huntington, who served as governor of Ohio from 1810 until 1812. Young Don Hooker's education was of a thorough sort. It was begun in the Rochester public schools, where he acquired an

legislature failed to appoint a successor and Governor Rickards appointed Mr. Mantle to fill the vacancy; but the U. S. Senate denied the right of the governor to appoint under these conditions. However, two years later, Mr. Mantle was unanimously elected by the legislature on the first ballot and was a member of the U. S. Senate until 1899. Mr. Mantle's career has been unusually active and successful in lines other than politics. With his partner, Charles S. Warren, he held large real estate and mining interests, besides which he managed his newspaper and did a large business in insurance. He built the Inter-Mountain and other valuable blocks. He is a member of the Masons, Elks, and Knights of Pythias, of which he was the first grand chancellor for Montana. He is also a member of several social clubs, including the Rocky Mountain Club of New York. In 1902 he was named by the legislature as a member of the "Montana World's Fair Commission," having charge of the State's exhibits at St. Louis and Portland, Ore. His associates at once elected him president of the commission and chairman of its Executive Committee and gave him full charge and authority. His home is in Butte, Mont. He is a bachelor.

KNOWLES, Hiram, lawyer, b. in Hampden, Me., 18 Jan., 1834; d. near Dillon, Mont., 6 April, 1911, son of Freeman and Emily Day (Smith) Knowles. One of his ancestors was Richard Knowles, who came to this country from Lincolnshire, England, in 1643, settling in Plymouth, Mass. Another of his ancestors was Elder Brewster who came to America on board the "Mayflower." When Hiram Knowles was four years old, his parents removed to Illinois, and later settled in Iowa. He was educated in the public schools of Iowa, and in 1850 accompanied his father on a long and perilous journey across the plains to California, where gold had been struck. Soon after he returned to Iowa; attended a preparatory school, after which he became a student in Antioch College, Ohio. He then entered the Law School at Harvard University, where he was graduated in 1860. Two years later he went to Nevada, and after practicing three years, was made district attorney and probate judge of Humboldt County. In 1865 he removed to Idaho, and after spending a year in that State, finally located in Montana. He prospected, mined, and practiced law, and in 1868 was chosen associate justice of the Supreme Court of that Territory, serving eleven years. In 1884 he was the unsuccessful Republican candidate for Congress, after which he devoted himself entirely to the practice of law. He was appointed to the U. S. district court bench in 1890, and then made his home in Missoula. Judge Knowles won distinction of the bench for his fairness in important litigations and his keen desire to suppress the lawless element. During his long term of office many noted mining suits were brought before him, among which was the long and trying litigation between F. Augustus Heinze and the Amalgamated Copper Company, and many cases growing out of the bank failures in the financial panic in 1893. Judge Knowles retired from the bench in 1904. Besides the reputation he acquired as a lawyer, Judge Knowles was known and honored for his unflinching integrity. In 1889 he was a delegate to the Constitutional Convention, and a member of the first Republican Convention. He married, in 1871, Mary Curtis, and they had three daughters.



HOOKER, Elon Huntington, civil engineer, manufacturer, b. in Rochester, N. Y., 23 Nov., 1869, son of Horace B. and Susan Pamela (Huntington) Hooker. He is of illustrious ancestry; both lines of descent having been conspicuous in the early history of the United States and include signers of the Declaration of Independence and governors of Massachusetts and of Connecticut. His first paternal American ancestor, the Rev. Thomas Hooker (q.v.), from whom Elon Hooker is a lineal descendant, was born in Leicestershire, England, in 1586, and emigrated to this country in 1633, settling at Massachusetts Bay, where he became a famous preacher of Cambridge. In June, 1636, he removed with the entire congregation, of which he was pastor, to the banks of the Connecticut River, where they founded the towns of Hartford, Windsor, and Withersfield, known as the Connecticut Colony. Hooker's influence was very great, and he was identified with all of its important political and religious movements. "He taught the people that the government should be in their own hands; he was the first man in America to advocate the idea that the appointment of judges from England should not be tolerated." According to the eminent historian, John Fiske, Thomas Hooker, in 1639, by originating and drafting the Constitution of Connecticut, became known as the father of the federal constitution. Also on his paternal side, Elon H. Hooker is a descendant of Gov. Oliver Wolcott and of Gov. Roger Wolcott, Colonial governors of Connecticut. The former was also one of the signers of the Declaration of Independence and Secretary of the Treasury in George Washington's Cabinet, in which position he was retained by Washington's successor, John Adams. On his maternal side, Mr. Hooker is descended from the famous Huntington family of Connecticut, which also figured with distinction in the Revolutionary War, notably Samuel Huntington, who, besides having been governor of Connecticut from 1786 till 1796, was President of the Continental Congress from 1779 till 1781, a member of that body from 1776 till 1783, a signer of the Declaration of Independence, and Chief Justice of the Supreme Court of Connecticut in 1784. The family habit of being governor was further augmented by the latter's nephew, Samuel Huntington, who served as governor of Ohio from 1810 until 1812. Young Elon Hooker's education was of a thorough sort. It was begun in the Rochester public schools, where he acquired an elementary training. At the age of thirteen, yielding to a strong desire for the technical

knowledge necessary to become an engineer, he took a course in the night school of the Mechanics Institute of that city, while at the same time completing his high school course. He then entered the University of Rochester, graduating in 1891, with the degree of A.B. From Rochester he went to Cornell for his engineering course, where he was awarded the degree of C.E. in 1894, while at the same time the degree of A.M. was conferred upon him by the University of Rochester. The Cornell authorities conferred the degree of Ph.D. upon him in 1896 for work in science. During vacations young Hooker improved his time by studying field engineering under the eminent hydraulic engineer, Emil Kuichling. He had developed into an ardent student. His success at Cornell won for him a traveling fellowship which enabled him to pursue his studies abroad. By this means he continued his quest for engineering knowledge at the Zurich Polytechnicum, Switzerland, and the Ecole des Ponts et Chausees, Paris, until the age of twenty-seven, when he returned to America equipped with the most advanced theories in engineering. From this he turned to field work where his progress was rapid, and the ability displayed in hydraulic engineering soon gained for him a wide reputation. He was one of a commission of contracting engineers to inspect and report on the relative merits of the Panama and Nicaragua canal routes in 1898, and was appointed deputy superintendent of Public Works of New York State by Theodore Roosevelt, then governor. In this capacity, besides sharing the responsibility for the operation and maintenance of the State canals and roads, he was specially engaged in the investigation of the expenditures of the preceding appropriation of $9,000,000 for the improvement of the Erie Canal system. Although thoroughly appreciative of the opportunity of further public service, Mr. Hooker, who had not been reared in affluence, was prompted by his needs and knowledge to seek a more remunerative field of activity. He had previously found himself obliged to decline an offered professorship at Cornell and at different times the deanship of the engineering schools of two large universities. In 1901 he terminated his connection with public affairs and interested himself in timber, mining, and railroad enterprises in the Southwest. This proved a fertile field for him, and he soon displayed ability of a high order. Two years later he organized and became president of a corporation engaged in building and operating engineering and industrial enterprises. He has since continued at the head of the Development and Funding Company, and of the Hooker Electrochemical Company, which he organized shortly afterward. This company is engaged in the decomposition of salt into caustic soda, employing electricity in the process, and in making chlorine, the basis for bleach, which in turn is essential to the paper industry. By his special electrical processes Mr. Hooker has also made important advances in the application of crude benzol to the manufacture of dyestuffs and explosives, under the name of mono-chlorbenzol. He has declined many attractive propositions for the financial exploitation of the company, and is planning its extensive development; in fact, is building plants in Japan and Mexico. Mr. Hooker intends to keep the enterprise essentially a private one, a means for the expression of science as well as of industry. It was founded only after a very exhaustive search to discover a business thoroughly worth while. A few years ago, Mr. Hooker was able to raise a million dollars to hold in reserve until a profitable venture could be found. After spending much time and money in investigating about two hundred and fifty enterprises, his training and experience determined him to select the electric process of making soda and chlorine. Perplexing difficulties incident to its perfection frequently arose which taxed his ingenuity—once the entire plant burned down. Nevertheless, by persistence and masterful management he has developed the Hooker-Electro-Chemical Company into the largest enterprise of its kind in the world. Its immense plant, located at Niagara Falls, covers thirty-two acres, and Mr. Hooker is still (1917) chief owner of the company. His speedy rise in the business world may be attributed to a fine combination of business talent and the rare scientific knowledge which he acquired through his careful and abundant training. He is the author of three important contributions to engineering literature: "Storage Capacity in Lake and Reservoirs" (1884); "Some References on River Hydraulics" (1895), and "The Suspension of Solids in Flowing Water" (1896). He has also contributed occasional scientific and political pamphlets. Mr. Hooker is actively interested in many public-spirited movements, including the Research Corporation, of which he is president. This is an altruistic organization devoted to the development of scientific research, and provides endowments for the purpose when justified by the expectation of adequate benefit to the community through the practical application of advanced knowledge. Mr. Hooker has always been an ardent admirer of Theodore Roosevelt, with whom he formed an intimate friendship. Actuated by an inherent desire to promote the public interest, in 1912 he allied himself with the Progressive party. Mr. Hooker acted as chairman of the Finance Committee and national treasurer of the Progressive party. This may probably have been a recognition of the uncommon aptitude he had displayed while serving as deputy superintendent of Public Works of New York State, to which position he was appointed by Theodore Roosevelt. Notwithstanding the demands on his time occasioned by business affairs, Mr. Hooker was conspicuous in the councils of the Progressive party, and, in 1916, his statement of principles urging the support of Charles E. Hughes for the presidency was given wide circulation. He is a member of a number of scientific societies and clubs, including the honorary scientific society of Sigma Chi Cornell Association of Civil Engineers, Lake Mohonk Arbitration Conference, National Municipal League, Century Club, University Club, Alpha Delta Phi, Cornell Club, Bankers' Club, Genesee Valley Club, Greenwich Field Club, Greenwich Country Club, Sleepy Hollow Country Club, Meadow Club, Southampton, and the Seawanhaka Yacht Club. Mr. Hooker is also president of the New York Alumni of the University of Rochester, vice-president of the Associate

Alumni of Cornell University, trustee of the University of Rochester, and president of the Society of the Genesee. On 25 Jan., 1901, he married Miss Blanche Ferry, daughter of the late D. M. Ferry, a banker and seedsman of Detroit, Mich., and they are the parents of four children: Barbara Ferry (1902), Adelaide Ferry (1903), Helen Huntington (1905), and Blanche Ferry Hooker (1909).

GATLING, Richard Jordan, inventor, b. in Hertford County, N. C., 12 Sept., 1818; d. in New York City, 26 Feb., 1903. His father, Jordan Gatling, a man remarkable for his energy and industry, was a farmer in easy circumstances and the owner of quite a tract of land and a number of slaves. His mother's maiden name was Barnes. Richard, who was the third son of six children, was brought up to regard labor as honorable, and economy a duty; and it was impressed upon him in youth that with due diligence success could surely be reached through these avenues. Not the least of the influences acting on him was the high Christian character of his mother. Every facility of an educational character that the neighborhood afforded, was taken advantage of by him, and at the age of seventeen, when he had exhausted the resources of the locality, he was an unusually bright and well-informed lad. Never shirking his duty on the farm, he grew up healthy and sturdy of limb. The vitality of his mind equalled that of his body, and long before he was out of his teens, he was working conjointly with his father upon an invention for sowing cotton seed, and also upon a machine designed for thinning cotton plants. The genius of invention thus aroused, soon exercised itself in a variety of ways, to the advantage of his neighbors as well as of his own people, and thereafter he never slumbered. Being a good penman, young Gatling found employment copying records in the office of the county clerk of Hertford County, and was thus engaged during the greater part of his sixteenth year. At the age of nineteen, he took a position teaching school, but soon abandoned his occupation to engage in merchandising, which he followed successfully on his own account for several years. It was during this latter period that he busied himself with the invention of the screw propeller now so extensively used in steam vessels. Having first given his discovery a practical test attached to an ordinary boat, he applied for a patent, going himself to Washington in 1839 with his model. Upon reaching the capital, he found that a patent upon the same appliance had already been granted to another inventor. Though sadly disappointed to learn that he had been forestalled in his discovery, he wasted no further time upon the matter, but turned his attentions to other inventions. Shortly afterward he invented and patented a seed-sowing machine designed for sowing rice, which he adapted subsequently to sowing wheat in drills. In 1844 he removed to St. Louis and for a year worked as a clerk in a dry goods store. While thus engaged he employed a skillful mechanic to construct his seed-sowing machines which found a ready sale. Interest in them soon became so widespread, that in 1845 Mr. Gatling gave up his other occupations to devote his whole time to their improvement and sale and established agencies in several of the principal cities of the Northwest. While proceeding from Cincinnati to Pittsburgh in the winter of 1845-46, he was stricken with smallpox, and as the steamboat in which he traveled was caught in the ice and frozen for thirteen days, he lay all that time without medical attendance and came very near dying from neglect. This terrible experience impressed him with the necessity of acquiring a knowledge of medicine, so that he might be able to serve himself and others also, should occasion arise. The leisure of several years was now devoted mainly to the study of medicine, and regular courses of instruction were taken at the Indiana Medical College, then at Laporte, and subsequently at the Ohio Medical College at Cincinnati. He completed his medical studies in 1850. Being now free to resume business operations, he established himself at Indianapolis and engaged in the manufacture and sale of his seed-sowing machines, investing his profits, which were then considerable, in real estate speculations and in aiding in the construction of a number of the railroads leading to that city. Dr. Gatling was an enthusiastic advocate of the advantages of drilling wheat over the old method of sowing broadcast, and he was the first to introduce this class of farm implements in the Northwestern States, and probably did more than any other man to secure the general adoption of drill culture in the West. His drills for years took many medals and prizes at the various State fairs, and his skill as an inventor received high recognition from several distinguished sources, including a medal and diploma from the Crystal Palace, London, 1851, and a gold medal from the American Institute, New York City. Another invention in agricultural machinery produced by him about this time, was a double-acting hemp-brake, which is still employed in some parts of the West. In 1849 he conceived the design of transmitting power from one locality to another, or rather distributing it from a main source—originating from steam or water—to numerous other points through the medium of compressed air in pipes underground as gas and water pipes are laid, a great central power generator thus sufficing to drive many smaller engines situated in shops and factories at a distance. This method of using compressed air is now employed in working drills in mining operations and in the construction of tunnels, etc. For years he sought to obtain a patent on this invention, but was unsuccessful, the authorities at the Patent Office in Washington denying his claim on the ground that this was a discovery and not an invention. The plan the doctor had in view at the time, had he been successful in securing a patent, was to supply Pittsburgh and other manufacturing centers with a cheap and safe motive power in compressed air available through pipes laid underground for driving small engines, the main source of power being immense steam engines erected in the outskirts of the city. One great advantage of this plan—in the utility of which Dr. Gatling was still a firm believer—lay in the fact that all furnaces and coal deposits for driving small engines could be dispensed with, thus greatly lessening the risk of fire and cost

of insurance, and supplying a reliable motive power far cheaper than that obtained by the common system of independent engines, furnaces, engineers, etc. Failing to secure the protection of a patent, Dr. Gatling abandoned this scheme after the expenditure of much time and money. In 1857 he invented a steam plow, designed to be operated by animal and steam power combined, but ill health and other causes prevented him from working out the details of this machine to practical results. But the great invention of Dr. Gatling and that with which his name is indissolubly linked is one which is in marked contrast to those employed in the peaceful pursuits of agriculture. This is the world-renowned "Gatling Gun," one of the most terrible engines of modern warfare, the design of which was conceived in 1861. When the Civil War broke out, Dr. Gatling resided in Indianapolis. A true patriot, he closely followed the events of the war and watched its progress with keen interest. The arrival and departure of troops found him at the depot using his fine powers of observation, and constantly on the alert for an idea upon which he might build something of utility to the government. One day while contemplating the fact that the casualties in war resulted chiefly from exposure and disease, the thought flashed upon him that it was perfectly possible to make labor-saving machinery for war. His reasoning was to the effect that if one man, by means of a machine, could do the work of a hundred men, a great many could be withdrawn from the manifold dangers incidental to the prosecution of war; in other words, the necessity for large armies would no longer exist. The idea of the machine gun now universally known as the "Gatling" gun, was conceived in 1861, and the first one was constructed and fired by the inventor at Indianapolis in the spring of 1862. The test took place in the presence of a number of army officers and private citizens. Two hundred and fifty shots a minute were discharged from the gun with ease. The effect was startling and the invention became the talk of the land. Some of Dr. Gatling's friends, prompted by mistaken notions of humanity and for other reasons, sought to dissuade him from manufacturing his gun, but believing he was entirely in the right, he allowed no influences to interfere with the carrying out of his project. The gun as first exhibited, although deemed imperfect by its inventor, contained the main, essential principle of the later perfected weapon. During 1862 Dr. Gatling constructed several of his guns, making improvements in each. In the fall of that year he gave an order for six of them to the firm of Miles Greenwood and Company of Cincinnati. About the time they were ready for delivery, the factory was burned, and the guns, together with all the plans and patterns, were totally destroyed, subjecting the inventor to heavy pecuniary loss and compelling him to begin his work all over again. Shortly after this unfortunate circumstance, he made thirteen of his guns at the Cincinnati Type Foundry Works. Some of these guns were finally employed in active service by the Union forces on the James River near Richmond, under General Butler, in repelling attacks of the rebels. He also had twelve of his guns made by the Cooper Fire-Arms Manufacturing Company, in Philadelphia, in 1865. These were subjected to numerous tests at the Frankford Arsenal and subsequently at Washington and Fortress Monroe. The most severe tests having proven entirely satisfactory to Secretary of War Stanton and Gen. A. B. Dyer, Chief of Ordnance, the arm was adopted by the government. In August, 1866, an order was given for one hundred of these guns, fifty of one-inch and fifty of fifty-one-hundredths of an inch caliber. They were made at Colt's Armory, Hartford, Conn., and were delivered to the United States authorities in 1867. In that year Dr. Gatling visited Europe and spent nearly a year and a half in bringing his invention to the notice of the several governments. He made a second trip in 1870, and upon his return to America settled in Hartford, Conn. He again visited England in 1880. Since the approval of the Gatling gun by the United States government, it has been adopted by Russia, Turkey, Hungary, Egypt, and England. From the day it was first brought to public notice, in 1862, down to the present time, it has been subjected to the most severe tests, both in Europe and America, and has emerged successfully from all. In England, the "Gatlings" were subjected to a general and exhaustive trial at the government's butts, Royal Arsenal, Woolwich, with the result that they were recommended by the authorities and finally adopted. That the "Gatling" antedates the French *mitrailleuse*, is conclusively proven by documentary evidence that was in possession of its inventor, who, communicating with the artillery commission of the French army as early as 1863, received a reply asking for definite information, and treating the invention as perfectly novel and original. Since that time the gun has been examined and tested by commissions from every government in Europe with one exception (Belgium), from nearly all the South American governments, and those of China, Japan, Siam, and Egypt, with the results as previously stated. Technically described, the Gatling gun is a group of rifle barrels arranged longitudinally, around a central axis or shaft, and revolving with it. These barrels are loaded at the breech with metallic cartridges, while the barrels revolve, and the mechanism is in constant action. In other words, the operations of loading and firing are carried on while the barrels and locks are kept under constant revolution. The mechanism by which this is effected is admirably contrived. Although only one barrel is fired at a time, some patterns are capable of discharging three thousand shots per minute. There is no perceptible recoil and the accuracy of the firing is something marvelous. Various sizes of the arm are manufactured, some suitable for the defence of fortifications, others adapted to field service, use on shipboard, and in boats; and still others so light as to be easily managed by one man. By an ingenious device for distributing its shots through the arc of a horizontal circle, the gun can be made to perform the work of a front of artillery. The gun is operated by two men, one turning the crank and the other supplying the breech with car-

Samuel T. Sanetters

medium height, somewhat portly, of pleasant countenance and engaging manners, Dr Gatling was a general favorite among the people of Hartford. He took a sincere interest in local affairs, contributed generously to every public movement having a patriotic or charitable object, and in almost every community he acted well the part of a good citizen and a kindly neighbor. He received many honors

of North Carolina may well be proud of her modest and industrious

Gatling was married at Indianapolis in 1850 to Miss Jemima T Sanders, the youngest daughter of the late Dr. John H Sanders

dead. The surviving children are a daughter Ida, the wife of Hugh O Pentecost, and a son, Richard Henry Gatling

SMETTERS Samuel Tupper, inventor, civil engineer, b in Sangamon County, Ill, 22 Sept, 1831, son of Michael and Nancy Ann

County, and McCormick Smetters, Ill; Burns, Mont. The grandmother, [illegible]

Grandfather Daniel Smetters, with his wife, seven sons and two daughters came from Lancaster County, Pa, to Kentucky in 1784. Samuel Tupper Smetters was born during the Civil War. His father (1826-83) was a prosperous farmer, a loyal adherent of the Union cause during the Civil War, and a

in 1834, living, of Scotch-Irish descent, is a

active in Christian service. This Scotch-Irish ancestor showed his strong self-reliant

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naval warfare; and an improved pneumatic [illegible] Gatling [illegible] he was justly proud.

Samuel J. Sonethen

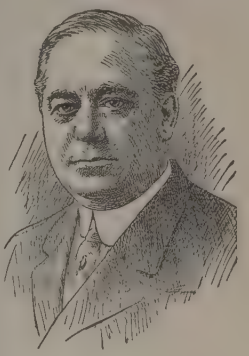
tridges. The latter are fed from feeding cases, so constructed that before one can be exhausted another may take its place, insuring a continuous fire. A writer in the "Science Record," after referring to the many severe tests to which this gun has been subjected, pithily adds: "Thus has the Gatling gun steadily and slowly and surely fought its way, inch by inch and step by step, against the strongest opposition of prejudice, old-fashioned notions, pecuniary interest, and rival arms, and through the stern ordeal of long, frequent, and severe tests and trials, to the front rank it now proudly and defiantly occupies. We deal in no extravagant language," says the same writer, "when we say that the importance of this great invention can hardly be overestimated. The absorbing interest with which it has been regarded by the foremost governments of the world, the searching and thorough scrutiny and investigation with which it has been treated, the severe and exhaustive tests and trials to which it has been subjected, the complete triumph which it has achieved upon every field, its adoption by almost every civilized nation, and the revolution which its successful operation is compelled to bring about in military affairs, warrant the statement that these guns will play a most prominent and decisive part in all future wars. No intelligent mind will gainsay and it requires no gift of prophecy to predict that upon the pages of imperishable history that will record the details of these wars, the name of 'Gatling' will be indelibly stamped." Dr. Gatling devoted nearly thirty years of his life to the task of perfecting the remarkable invention, and personally supervised and conducted numerous tests of the gun's efficiency before nearly all the crowned heads of Europe. Everywhere he was received with distinguished consideration. Through all the attentions and honors he received, Dr. Gatling remained the same well-bred gentleman, gentle in speech and manner, and always preserving that republican simplicity which so well befits the American citizen and is everywhere the surest passport to kindly recognition on equal terms. The Gatling guns are now manufactured in the United States at Colt's Armory and at Birmingham, England. Dr. Gatling for many years was president of the Gatling Gun Company, the main office of which is in Hartford. Dr. Gatling was also president of Harrison Veterans of 1840—an organization of elderly men who voted for Gen. William Henry Harrison for President. He constantly labored on some of his inventions, and held patents for several valuable inventions, among them an improved method for casting guns of steel, which, it is believed, will supersede all other systems of manufacturing heavy ordnance; a torpedo and gunboat which embraces improvements of pronounced character and of great value in naval warfare; and an improved pneumatic gun, designed to discharge high explosive shells, which can be used either on shipboard or in land and harbor defences. The American Association of Inventors and Manufacturers, organized in 1891, at its first meeting held in Washington, D. C., 1891, elected Dr. Gatling its first president, an honor of which he was justly proud. Considerably above the medium height, somewhat portly, of pleasant countenance and engaging manners, Dr. Gatling was a general favorite among the people of Hartford. He took a sincere interest in local affairs, contributed generously to every public movement having a patriotic or charitable object, and in almost every imaginable way acted well the part of a good citizen and a kindly neighbor. He received many honors from scientific bodies, both at home and abroad, and from a number of foreign governments, but he wore them all with the greatest modesty and continued his labors with as keen a zest as in his earlier days. The State of North Carolina may well be proud of her modest and industrious son. His eminent personal merit and high scientific achievements reflect honor upon his American name. Dr. Gatling was married at Indianapolis in 1854 to Miss Jemima T. Sanders, the youngest daughter of the late Dr. John H. Sanders, a prominent practitioner of medicine in the city named. This estimable lady—a devoted wife and mother—made his home life exceptionally happy, and for full thirty-eight years or more, was his loving helpmeet in the fullest and noblest significance of the term, sharing alike his cares and his triumphs, ever hopeful, ever helpful. Of the five children born to them, the two eldest and the youngest are dead. The surviving children are a daughter Ida, the wife of Hugh O. Pentecost, and a son, Richard Henry Gatling.

SMETTERS, Samuel Tupper, inventor, civil engineer, b. in Sangamon County, Ill., 12 Sept., 1871, son of Michael and Nancy Ann (McCormick) Smetters, brother of John L. Smetters, surveyor and farmer, Sangamon County, and McCormick Smetters, M.D., Butte, Mont. The great-grandfather, John Smetters, came from Germany to Pennsylvania and later settled in Ohio, about 1780. Grandfather Daniel Smetters, with his wife, seven sons and two daughters, came from Lancaster, Ohio, to Illinois, in 1844. Three of his sons were volunteers in the Union army during the Civil War. His father (1826-83) was a prosperous farmer, a loyal adherent of the Union cause during the Civil War, and a warm personal friend of Abraham Lincoln. The mother, Nancy Ann McCormick Smetters, b. 1834, living, of Scotch-Irish descent, is a woman of great energy and unusual force of character, fully alert to all of life's work and active in Christian service. This Scotch-Irish ancestor showed his strong self-reliant character by settling in Kentucky in 1790 among the Indians. Great-grandfather James McCormick was a millwright, building the first grist mills and hand looms in Kentucky. During the Revolutionary War he was an ordnance maker and gunsmith, a man of great mechanical skill. As a boy Samuel T. Smetters worked on his father's farm, attending the grammar and high schools at Waverly, Ill. It was an environment well calculated to develop the best out of the lad. An active intellect requires a sound physical setting and this necessary physical development Mr. Smetters required from the outdoor work and sports incidental to the country life of his boyhood. During the last two years of his life at home he successfully managed the farm. In 1889 he graduated from the high

school and entered the Northwestern Academy at Evanston, Ill., that fall, where he was prepared for college. He then entered Northwestern University and was graduated in 1894 with the degree Ph.B., attaining honors in mathematics. At this time he had decided to enter the profession of civil engineering. As a technical preparation for this course he studied two years at the Massachusetts Institute of Technology, graduating in 1896 with the degree B.S. in C.E. Mr. Smetters was very fortunate in being a Columbian Guard at the World's Fair in 1893. As corporal of Company Eighteen, he had every opportunity to study the art of engineering construction at the fair and get a broader view of life. He came to Chicago in the fall of 1896 and entered the employ of the Hansell Elcock Foundry Company, after which he was engaged by the Nelson Morris Packing Company at the Union Stock Yards, Chicago. While in the employ of this latter company he designed their St. Joseph, Mo., packing-house. It was with this company that he had the first opportunity to use his inventive genius. Up to this time the packing of lard in the packing plants had been accomplished by running it into the tierces and cans in a melted condition (hot liquid), the result being that there was a gray, settled layer at the bottom of each container, which was unsalable, causing a loss of from two to three per cent. when placed on the market. Mr. Smetters finally solved this difficulty by having the lard packed while cold and struck off with a hot iron. This method gave the added advantage of filling the container to the brim, thus producing a smooth and more attractive appearance. As a result of this improved method of packing, the lard producers have saved large sums of money. Mr. Smetters, in order to advance, left the packing business and joined the engineering staff of the Illinois Steel Company, Chicago, where he designed a number of power houses, buildings, bridges, coal and ore-handling plants. It was at this time that he became interested in the invention and improvement of the Scherzer rolling lift bridge, which was in use at Van Buren Street and the Metropolitan Elevated Railway, both over the Chicago River. The great problem was the operation of a longer and wider structure than any one then in use. He set about devising a method of construction and operation, his plans being finally embodied in the present bridge which spans the Chicago River at Randolph Street. He obtained the letters patent on this design and mechanism of operation. He also designed a number of bascule bridges, both railroad and highway of the Scherzer type. Mr. Smetters devoted his time for about one year in the designing of coal-handling machinery and cold storage plants, a number of which were built at Milwaukee, Wis., and at West Superior, Wis. He then entered the employ of the Chicago, Rock Island and Pacific Railroad Company, designing for this road a number of important bridges: the first 200-foot riveted railroad bridge. He also completed the designs of standard span bridges for this company. In 1906 he was engaged by the Sanitary District of Chicago as assistant bridge engineer, and in this position his work consisted of the designing and the supervision of the designing of various structures: bridges, dams, power houses, controlling works, and pumping stations. He designed the operating machinery, end latch, and valve operating mechanism for the Emergency Butterfly Dam at Lockport, Ill. This movable dam is 182 feet long, 30 feet high and revolves on a vertical pivot, and stands, when open, parallel with the channel in the midst of it and is supported by two piers and a brace bridge between them. In closing, it revolves to a right angle position across the channel and requires from ten to fifteen horsepower to operate within a given time of ten minutes. Mr. Smetters also designed the layout and operating machinery for the Wilmette Pumping Station at Wilmette, Ill. The plant has four screw pumps, direct gear connected with 150 horsepower A. C. motors, having a speed of 75 R. P. M. and a capacity of 250 cubic feet per second. He conducted the efficiency test on these screw pumps. In doing this there was discovered a discrepancy in the two methods of measurement of the flow of water so he devised an apparatus, a sensitive water vane, to detect the direction of the current, thus locating a backward flow at the bottom of the intake in front of the screw pumps, the apparatus serving to explain the discrepancy in the two methods of measurement. He has also designed numerous bridges over the Chicago River and the Drainage Canal, the swing bridge over the Illinois River at Utica, Ill., and the steel work and details for the Denver Auditorium at Denver, Colo., this latter being one of the largest structures of its kind in the country. He also designed the steel structure, making an auditorium roof truss with fe r members, for the Seventh Regiment Armory, in Chicago. He designed the controlling works of the Calumet-Sag Channel, the unique feature of which is a set of lock gates, which can pass a boat down the channel as through a rapids when there is a comparatively low head of water. The vertical pivoted sector lock gates can be operated against a head of water, as reaction is always normal, on the pivoted hinges, the skin-plate being radial. Mr. Smetters has accomplished many things in a few years and now stands in the foremost ranks among the younger men of his profession. Under a very quiet and unassuming exterior he hides an ever active brain. To this mental quality he adds the physical quality of endurance; a capacity for enduring almost unlimited strain until a certain task or piece of work has been accomplished or a certain difficult problem has been solved. In these characteristics, rather than in any ability for pushing himself forward, lies the secret of his remarkable success. Mr. Smetters became a Master Mason in 1909 and has passed through many degrees, including the Knights Templars, Englewood Commandery No. 59, Oriental Consistory (32 degree). He is also a member of the Mystic Shrine, Medinah. In matter of religion, he holds ev ngelical views and is a warm supporter of Central Church, Rev. Frank Gunsaulus' Church, and a firm believer in unsectarian Christian work. Brought up a Congregationalist, the influence of a pious mother has been marked throughout his life. In spite of his busy life,

Mr. Smetters has found time to indulge his innate love of art, ceramics, and music, and to develop a remarkably intelligent understanding of the various branches of these subjects. He has assembled a fine private collection of miniatures, antique porcelains, and old music. He possesses an unusually large and valuable collection of old music and songs published before and during the Civil War, numbering over two thousand separate pieces, many of which are extremely rare. He is also an ardent bibliophile, though not in the sense that he collects books for their bindings and their rarity alone. Contents are always his first consideration, but aside from that, he has an innate sense of beauty in regard to books. In this latter collection may be found such works as Minsheu's Ductoris in 9 Linguas published in 1626. Ovide de Meziriac Bourg en Bresse, 1626. First book printed in Burgus, France. Dictionary of Arts and Sciences by a Society of Gentlemen, London, 1763, etc. Mr. Smetters has attained to position of prominence in his profession through his own exertions and may justly be proud of what he has wrought. He is a man of generous impulses and gives liberally of his time and means to all worthy causes, and in everything that he does he tries to make the world brighter and better. One of his associates once remarked in speaking of him: "City life has not destroyed, as it has in so many, his strong brotherly love, but has strengthened his Christian fortitude. His integrity is such that he not only instills integrity in others but produces a loyalty in others hardly to be equalled." Mr. Smetters has never been active in politics, in local elections, he is strictly non-partisan, choosing his candidates entirely on their merits and according to local issues, but broadly speaking, in national politics he is in sympathy with the principles of the Republican party. Mr. Smetters is a member of the University Club of Chicago, City Club of Chicago, the Playgoers Club of Chicago, the Chicago Press Writers' Club, the American Society of Civil Engineers, American Society of Mechanical Engineers, the Western Society of Engineers, and the American Association for the Advancement of Science. On 17 March, 1917, Mr. Smetters married Barbara Bellmon, daughter of William and Margaret S. Zoll, of Waverly, Ill.

HUEY, Arthur S., president of public utilities corporations, b. in Minneapolis, Minn., 17 Aug., 1862, son of George E. and Carolin (Taylor) Huey. His early education was acquired through the public schools of his native city. Having concluded his studies he went into business to prepare himself for the commercial career toward which his ambitions directed him. When only twenty-three years of age he was offered the position of representative of the Edison Company in Minneapolis. In 1891, after the consolidation of the United Edison Company and the Thomson-Houston Company, he became associated with the Northwestern General Electric Company of St. Paul, Minn. In 1902 Mr. Huey became vice-president of the H. M. Byllesby and Company engineering firm, a corporation engaged in the operation and management of public utilities in more than forty cities throughout the country, ranging from small towns to communities of nearly a quarter of a million in population. Electric lighting and power has been his specialty, on which subject, in its relation to municipal service, he is one of the leading experts in the country. In this field of public service Mr. Huey takes a much broader point of view than that of the mere business man who sells service to a community as he would any other commodity and sees in the public only a market which should be exploited to its full capacity. In an address delivered before the National Electric Light Association in St. Louis, in 1910, he expressed his views in the following words: "No words are strong enough to denounce the central station management which regards the community it serves as a mere field for exploitation, as a mere machine for the coining of electric service into dollars. An attitude like this will wreck any organization. The commercial field of a public service company represents an opportunity to market a product. The act of supplying the demand enhances the entire value of the community. As the community becomes more attractive it grows and develops, and as this change takes place, the value of the market increases. In other words, the central station is a part of the economic scheme of the modern city. Logically, it should profit in proportion to the co-operative value it returns to the community." Aside from the position he already holds with the H. M. Byllesby Company, Mr. Huey is also president of the following public service corporations: The Consumers' Power Company of Minnesota; the El Reno Gas and Electric Company of El Reno, Okla.; the Fort Smith Light and Traction Company of Fort Smith, Ark.; the Interstate Light and Power Company of Wisconsin; the Northwestern Corporation of Oregon; the Ottumwa Railway and Light Company of Ottumwa, Ia. He is also vice-president of the Mobile Electric Company of Mobile, Ala.; of the Muskogee Gas and Electric Company of Muskogee, Okla.; the Northern Idaho and Montana Power Company and the Oklahoma Gas and Electric Company of Oklahoma City. He is a trustee of the Northwestern Corporation and of the Northern Electric Company. Mr. Huey married Hattie King. They have had three children.

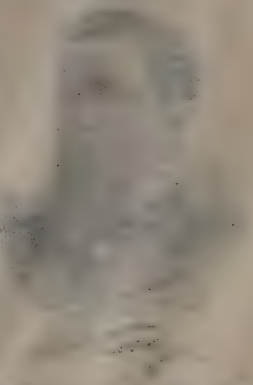


Arthur S. Huey.

MILLER, Cincinnatus Heine (Joaquin), poet, b. near Wabash, Ind., 10 Nov., 1841; d. at "the Hights," near Oakland, Cal., 17 Feb., 1913. It was only eight years after his birth, in 1849, that the news of the discovery of gold in California was announced to the world, and by the following year this report had spread to the remotest communities of the country. A great rush of gold seekers began, by way of the sailing ships around

Cape Horn, and across the plains in horse and ox-drawn wagons. Becoming possessed of this "gold fever," the parents of young Miller disposed of their farm, invested in a covered emigrant wagon, and set out across the prairies, striking the Oregon trail and finally arrived in the gold fields in the early part of the following year. For the next few years the father prospected and searched for gold, in which labor the boy assisted. But like the great majority of the gold seekers, they made no great strike, succeeding only in making a bare living. It was this adventurous and sometimes precarious mode of life which developed in the growing boy that desire for picturesque adventure which characterized his whole later life. While still a growing lad, in the middle fifties, he volunteered for the famous Walker filibustering expedition into Nicaragua. Then followed several years of living among the Indians. In 1860 he seems suddenly to have been stirred by the ambition to prepare himself for some practical career, for he returned to Oregon, took a course in a college at Eugene, then began studying law under George H. Williams. But a sedentary life was an impossibility for him; the following year he was an express messenger in Idaho; then followed a long series of wanderings which took him into Mexico and some of the South American countries. In 1863 he returned to Eugene. The Civil War was then at its height, and Miller established a country paper, the "Democratic Register." The population on the Pacific Slope contained a large element of Southern sympathizers, and when the editor of the "Register" came out strongly in support of Jefferson Davis and his Confederacy, he found a large public willing to read his picturesque and rather sensational editorials. Finally the Federal authorities intervened and suppressed the paper, on the charge of sedition. After the suppression of his paper, Miller again attempted to settle down and once more took up his law practice. But when the outbreak of the Modoc Indians occurred shortly after, the call of the adventurous life again proved irresistible, and he volunteered with the force of settlers engaged in putting down the hostile Indians. With the knowledge he had gained of Indian customs and habits, during his previous residence among them, Miller proved invaluable to the white settlers and the United States soldiers pursuing the raiding Indians. As a reward for these services he received the appointment of county judge, in Grant County, Ore. This office he held for four years, with headquarters at Canyon City. This was then the center of a very turbulent district, and Judge Miller had much to do in dealing out justice to captured outlaws, gamblers, cattle thieves, and "bad men" in general, in which task he seems to have given satisfaction to the more orderly elements of the population. Ever since his editorship he had been writing, and during this period on the bench of justice he was turning out the first of the poetry which later made him famous. In his writings he seems to have been more kindly to the turbulent element than in his legal dealings, for on account of his trenchant defense of Joaquin Murietta, the notorious Mexican bandit who had been terrorizing California in the early days, he was generally called "Joaquin" Miller, a name which he at first resented, but later good-humoredly adopted, signing it to the first of his verse to appear. At that time Bret Harte, whose short stories constitute a prose epic of this phase of the development of the Far West, was editor of the "Overland Monthly" in San Francisco. He published the first of Miller's poems, but apparently he was alone in appreciating their rough merit, for other American publishers uniformly rejected them. In 1870 Miller had saved up a small sum of money, and his term on the bench coming to an end, he determined to go East in search of a publisher for his collected poems. But his presence made him no more successful; no Eastern publisher cared to risk their publication. Finally he crossed over to England and continued his quest there. The English publishers proved quite as conservative, but here Miller made a number of friends who were impressed by the picturesqueness of his poems, if not so much by their technical merit. Finally Miller, with some financial assistance and with risking the last of his own capital, published two volumes on his own responsibility: his "Songs of the Sierras." Their success was immediate. He immediately became a literary lion among the British literary classes, associated with Browning, Dean Stanley, Rossetti, and other famous English literary men and was then besieged by publishers ready to publish anything he might offer them. Already at this time Miller had begun to affect a peculiar dress, which undoubtedly served to draw public attention to him. He walked about the streets of London in high boots, buckskin trousers with fringed seams, a broad-brimmed "sombrero," and with hair so long that it covered his shoulders. This style of dress he retained to the end of his days. After his success in London, Miller returned to this country and for a number of years engaged in journalism in Washington, D. C., also turning out further volumes of poetry, which was now well received in the United States. Finally, in 1887, he returned to California, and purchased a tract of land, some ten acres in extent, near Oakland, across the bay from San Francisco. Here he built himself a log hut and lived in comparative seclusion, though he always welcomed visitors. Several times he revisited the East, and on these occasions often went to East Aurora, N. Y., where Elbert Hubbard had established his Roycrofters. These two men, so similar in temperament and character, became very intimate. In 1897, when the discovery of gold in the Klondike almost reproduced the scenes of the early fifties, Miller, though now nearing his sixtieth year, was unable to resist the stirring of his blood, and again he set forth in quest of adventure. For nearly two years he wandered about the Alaskan gold fields, acting as correspondent for the New York "Journal." On his return home he again retired to "the Hights," as he had named his retreat across the bay from the city, and remained there until his death. Frequently, however, he would be seen wandering about the streets of San Francisco in his peculiar and picturesque costume, being pointed out by the native San Franciscans to their Eastern friends as one of the local features. His home was in one of the most pic-

Chas. E. Hughes



the Coast Range Mountains, ... point with heavy timber, pine, ... redwoods. Here Miller was joined ... by the eccentric Japanese poet, Ioni ... for whom he erected another small cabin. ... was his intention to found here a colony ... poets and other literary people, but this plan never developed further. Here, too, he erected ... a ... and ... the pioneers in ... n and execu... made him ... ger is ...

... was ... literally the bard of the ... of the forty-niners; of the mining camp, of ... coach, of the sage-brush country as ... ; of that rough, lawless, yet ... which preceded the establish... ... regular institutions of civili... ... section of the country. ... , were popularly known in the ... in England, and later in California, as ... "poet of the Sierras." ...

... of the Sunland ... ort." (1875)

... the time of his death he was a member of the Union League Club of Chicago, Sons of ... , California and Wyoming. ... On 7 Jan., 1853, he married Louisa Jemima Andrews, of Portland, Me., and they had six ... , George ... , Mrs., 9 ... son of John and Mary ...

... was ... for his noble character ... , was a famous ...

... pen-name of ... were divorced.

LIBBY, Arthur Alexander, ... Portland, Me., 3 Oct., ... Cal., 17 July, 1899, son of ... and Hannah Elden (Hancock) Libby. ... ancestor was John Libby, ... try from England in 1631, ... store. Two years later ... bookkeeper for his ... was then in the ... Me. When ... his ... and Company, in Chicago, continuing in this capacity until 1868. In that year he engaged in ... of on his own ... University of Wisconsin, being graduated ... with the degree of A.B. ... following year (1874) he completed the law course in the same university and received the degree of LL.B. Throughout the whole of his college career he was entirely self-supporting, and earned his way by teaching in the winter months and performing manual labor in summer. ... librarian at the university, and during his law course acted as assistant state librarian. Following ... the law school ... Judge

turesque localities close to the city, being situated on high ground overlooking the bay of San Francisco, with the Golden Gate in the distance, while behind it rose the foothills of the Coast Range Mountains, covered at this point with heavy timber, pine, oak, and giant redwoods. Here Miller was joined for a while by the eccentric Japanese poet, Ioni Nagutchi, for whom he erected another small cabin. It was his intention to found here a colony of poets and other literary people, but this plan never developed further. Here, too, he erected a stone funeral pyre, ten feet square and eight feet high, on which he wished to be cremated after his death, a wish which was eventually carried out, his ashes being scattered over the adjoining land by the winds. The only inscription on this monument, placed there by his own hands, is "To the Unknown." While "Joaquin" Miller can hardly be ranked with such other American poets as Walt Whitman, Bryant, or possibly even Longfellow, his verse is significant in that, like the prose of Bret Harte, it does represent a great epoch in the development of the Far West. Miller was undoubtedly the bard of the California of the Forty-niners; of the mining camp, of the stage coach, of the sage-brush country as it was before it became covered with orchards and wheat fields; of that rough, lawless, yet heroic society which preceded the establishment of the regular institutions of civilization in that section of the country. As such he became popularly known in the East and in England, and later in California, as the "poet of the Sierras." Aside from his poetry, he wrote several successful plays, the most popular of which is the melodrama, "The Danites." His poems are "Songs of the Sierras" (London and Boston, 1871); "Songs of the Sunlands" (1873); "Songs of the Desert" (1875); "Songs of Italy" (1878); "Collected Poems" (1882); "Songs of the Mexican Seas" (1887). His prose writings comprise "The Baroness of New York" (1877); "The Danites in the Sierras" (1881); "Shadows of Shasta" (1881); "Memorie and Rime" (1884); "'49, or the Gold Seekers of the Sierras" (1884). In 1863 Mr. Miller married Minnie Dyer, who herself became a graceful writer of verse, which was published under the pen-name of "Minnie Myrtle." In 1876 they were divorced.

LIBBY, Arthur Albion, merchant, b. in Portland, Me., 3 Oct., 1831; d. in Pasadena, Cal., 17 July, 1899, son of Abraham and Hannah Elden (Hancock) Libby. His earliest American ancestor was John Libby, who came to this country from England in 1631, settling in Scarborough, Me. He was educated in the village school and at the Westbrook Academy, and at the age of sixteen became bookkeeper in his father's grocery store. Two years later he was given entire charge of his father's business, and in 1850 became bookkeeper for his uncle, John L. Hancock, who was then in the beef-packing business in Deering, Me. When his uncle removed to the West, he continued the business for himself, but was not successful. He afterward paid all of his creditors in full, and in 1859 became manager for Cragin and Company, in Chicago, continuing in this capacity until 1868. In that year he engaged in the barreling of beef on his own account, and shortly afterward formed the firm of A. A. Libby and Company, in association with his brother, Charles Perly Libby. Later they admitted to the partnership A. McNeill, and in 1874 changed the firm name to Libby, McNeill and Libby. They were the pioneers in the refrigeration and canning of meats, and in the succeeding years established a business which is known in every civilized country of the world. His ability for organization and execution made him a large factor in establishing so firmly the present great business that bears his name. He was esteemed for his honest, liberal conduct of his business. At the time of his death he was a member of the Union League Club of Chicago, Sons of Maine, Calumet and Washington Park Clubs. On 7 Jan., 1858, he married Louisa Jamima Andrews, of Portland, Me., and they had six children.

NOYES, George Henry, jurist, b. in McLean County, N. Y., 18 April, 1849; d. in Milwaukee, Wis., 9 Jan., 1916, son of John and Mary Stanton (Millard) Noyes. He traced his descent from the Rev. James Noyes, a native of Wiltshire, England, and a graduate of Oxford University, who was exiled in Holland because of his liberal religious views, and came thence to New England in 1634. He was the first clergyman to preach at Mystic, Mass., and later removed to Newbury, where he was much revered and esteemed for his noble character and scholarly attainments; was a famous Greek scholar, and the author of many books on religious subjects. His son, Rev. James Noyes, a graduate of Harvard College, class of 1659, was settled over a parish at Stonington, Conn., in 1664; served as pastor there for fifty years, was chaplain with Captain Dennison's division during King Philip's War, and was one of the founders of Yale College. In the direct line of descent was Col. Peleg Noyes, who served in the Revolution as captain of the Eighth Connecticut Infantry. John Noyes removed from New England to Wisconsin in 1855, locating at Delafield, Waukesha County, where George H. Noyes attended the De Koven School, and later, the public schools. For a year he was a student at Appleton College, and, in 1867, entered the University of Wisconsin, being graduated four years later with the degree of A.B. The following year (1874) he completed the law course in the same university and received the degree of LL.B. Throughout the whole of his college career he was entirely self-supporting, and earned his way by teaching in the winter months and performing manual labor in summer. For some time he served as assistant librarian at the university, and during his law course acted as assistant state librarian. Following his graduation in the law school, Judge

Noyes went to Milwaukee with ex-Chief Justice Dixon, who had resigned from the bench of the Supreme Court, in order to resume his private law practice, and became a member of the law firm of Dixon, Hooker and Palmer. A year later the firm of Dixon, Hooker, Wegg and Noyes was formed, with Judge Noyes as junior partner. When Mr. Hooker retired to become the sole counsel of the Northwestern Mutual Life Insurance Company, the firm became Dixon and Noyes, and so continued until, upon the entrance of a son of Judge Dixon, the style was changed to Dixon, Noyes and Dixon. Upon the removal of Judge Dixon to Colorado the firm was dissolved. Judge Noyes' next political affiliation was with George C. Markham, later president of the Northwestern Life Insurance Company, the firm bearing the name of Markham and Noyes, and continuing as such until 18 April, 1887, when he was elected on the Citizens' Ticket judge of the newly created supreme court of Milwaukee County. He took his seat 1 Jan., 1888, but in 1890 resigned to resume his law practice, and reorganized the surviving members of his old firm under the style of Miller, Noyes and Miller. In January, 1906, he became counsel for the Northwestern Mutual Life Insurance Company, an office which he held until his death. In this capacity Judge Noyes was in no wise content to do merely the usual work of general counsel of the company. He gave close attention to all legislation in the different States appertaining to life insurance, and became especially interested in life insurance taxation. His address on "Taxation," delivered before the National Association of Life Underwriters at Louisville, Ky., in 1909, brought him into national prominence with students of taxation, and paved the way for his selection by the International Tax Association as a member of the committee on uniform insurance taxation. This address has been published and circulated widely in life insurance circles. Other publications along the same line which emanated from Judge Noyes are "Federal Supervision of Insurance Corporations" (1905); "Some Phases of Modern Legislation" (1906); "Brief to the Committee of Fifteen on Uniform Legislation" (1906); "The Facts About Wisconsin Insurance Legislation," delivered before the Chicago Life Underwriters' Association in January, 1908; "Uniformity of Departmental Rulings," an address given before the Life Insurance Presidents' Association held at Washington, D. C., in January, 1910; "Legal Phases of Life Insurance," a lecture delivered at Syracuse University in 1913; and "Wills and Their Relation to Life Insurance," an address before the Cincinnati Life Underwriters' Association, in March, 1914. For a number of years he delivered special lectures on the subject of "Common Carriers" to the students of the law department of the University of Wisconsin, and in 1904 the degree of LL.D. was conferred upon him by the university. Judge Noyes was one of the ablest and most distinguished members of the Wisconsin bar. Beginning with the year of his admission and continuing throughout the many years of his private practice, and of his service as counsel for the insurance company, he tried many important cases. The records of the courts amply evidence the successful way in which he handled them. He had a wide and accurate knowledge of the law, was conscientious in the preparation of his cases, and effective with both court and jury, winning the confidence of both by his evident fairness and able presentation of the facts and principles involved in his cases. Aside from his profession, he was keenly interested in educational and charitable work, to which he contributed both with personal service and money. He was honored with several important appointments by the governors of his State; was appointed by Governor Hoard as regent of the University of Wisconsin, 1890, a position which he retained for thirteen years under successive appointments by Governors Peck and Upham; was vice-president of the board of regents during the years 1897-98, and president of that body in 1898-99. He was associated with many activities furthering the welfare of Milwaukee and the State of Wisconsin; was one of the founders of the Associated Charities of Milwaukee; served for several years as a trustee of the Milwaukee Emergency Hospital. He was a member of the committee having in charge the erection of the State Historical Library Building, at Madison, Wis.; was the originator of the necessary legislation to establish the Lake Shore Drive and Boulevard along the lake front in Milwaukee, and acted as chairman of the Harbor Improvement Committee of the city. Personally Judge Noyes was at all times dignified and reserved in manner, but distinguished for his courtesy to all with whom he came in contact, whether of high or low degree. He was kindly by nature, pure in speech and action, always winning the respect as well as the affection of his associates. On the occasion of his death the members of the Milwaukee bar paid him many generous tributes, from which may be quoted the following: "The life and career of Judge Noyes is in itself the highest testimonial as to his character. It evidences his sterling qualities inherited from a race of sturdy ancestors, his courage and strength of will, his successful struggle against adverse circumstances, his superior scholarly attainments, his great legal learning and skill, his professional success, his high conception and faithful performance of his duties as judge, lawyer, and citizen, his perfect integrity, and the esteem in which he was held by his fellow men." The board of regents of the university with which he was associated for so many years said, in a resolution, "For his generous and devoted work on this board, Wisconsin owes him a debt of gratitude." The Executive Committee of the Northwestern Mutual Life Insurance Company adopted the following resolution: "As an advisor, Judge Noyes was conscientious, painstaking, and able; as a counselor, courteous, considerate, and just. His death has brought to the members of this committee a deep sorrow and to this committee a distinct loss." Judge Noyes was a member of the Sons of the American Revolution, and for some time president of the Wisconsin branch; was a member of the Mayflower Descendants, Milwaukee State, Milwaukee County, and American Bar Associations; president of the Wisconsin Bar Association in 1904-05; honorary member of the literary society of the Alpha Beta Kappa fra-

ternity; and of the City, Town and Country, and Milwaukee Country Clubs. He married, in November, 1876, Agnes Allis Haskell, of Chicago, a graduate of the University of Wisconsin, class of 1876. He was the father of five children: Emily Noyes, Katherine Noyes, Haskell Noyes, Margaret Noyes, and Helen Noyes.

GIBBONS, James, cardinal, b. in Baltimore, Md., 23 July, 1834, son of Thomas and Bridget Gibbons. His parents were Irish immigrants who arrived in the country only a few years before his birth. He was only three years of age, in 1837, when his father, who by this time had saved a little money by hard labor, returned to Ireland with the family. Thus his early boyhood was spent in the land of his forefathers, where he acquired the rudiments of his education in a private school, public schools being then unknown. When he was thirteen years of age his father died, and his mother decided to return to the United States, where she had relatives living under comparatively prosperous circumstances. Together with her six children she went to New Orleans. Here the boy James, compelled to discontinue his education to assist in the support of the family, found employment in a grocery store. During the two years that he remained here he frequently attended the mission of the parish church and so came under the influence of the priest. A prosperous career as a tradesman had opened before him, but the desire had awakened in him to give his life to the Church, and this ambition increased as the years passed. Until his twenty-first year he continued helping to support the family and then, having saved a small capital, he left New Orleans for Baltimore, traveling sixteen days by boat, rail, and stage coach. Soon after his arrival in the city of his birth, he entered St. Charles' College, in Ellicott City, not far distant from Baltimore. After studying here two years, he entered St. Mary's Seminary in Baltimore and here took up the sacred studies for the priesthood. Though an assiduous student, those who knew him during this period say that he was far from the bookish type of student; he was active in athletics and especially distinguished himself in football. On 3 June, 1861, he was ordained a priest in St. Mary's Chapel. His first mission was that of assistant priest at St. Patrick's Church, in Baltimore, but in the course of a few months he was made pastor of St. Bridget's Church, at Canton, an eastern suburb of the city. During the four years of the war he labored here under peculiarly difficult conditions. The population of the city was sharply divided into factions, one favoring the Confederacy, the other the Union cause. This same division existed among the young priest's own parishioners, and so high ran this partisanship that he found much trouble in holding them together within the fold. But in this he was eminently successful; with consummate tact and by asserting his own powerful personality he excited so profound a respect among the people that however much they might disagree among themselves, they still held together within the Church under the guidance of their priest. So great was the strain from his efforts, however, that at the close of the war his overtaxed nerves gave way and a strong reaction came. For some time he was so prostrated that there was some doubt as to his ultimate recovery. Some time after his final recovery, Archbishop Martin John Spalding, of Baltimore, transferred him to the cathedral, making him his secretary and appointed him to the important office of chancellor of the archdiocese. His new duties proved of infinite value to him, for here he received his first training in episcopal administration. When the second plenary council of the American Roman Catholic Church assembled in Baltimore, in October, 1866, he was assigned to the office of assistant chancellor of that body, which represented the entire Catholic hierarchy of the United States. In 1868, at the unanimous suggestion of all the bishops of the country, he was made vicar apostolic of North Carolina, with the rank and title of bishop, being consecrated in the cathedral of Baltimore by his friend, Archbishop Spalding, on 16 Aug. North Carolina then contained a population of only a million, of which less than eight hundred were Catholics and there were only three parishes in the State. The mission was to partake very much of the nature of pioneer work, and when the young bishop departed for his work, Archbishop Spalding said to him: "I have educated you and trained you to the best of my ability; now go out and root, or die." For eight years young Gibbons labored among the mountaineers and the negroes of North Carolina. Though a bishop by rank, he lived anything but the life of so high a dignitary of the Church. The ground was practically new, unplowed, but he set to work with a vigor and a zeal which brought remarkable results. Like an apostle of antiquity, he traveled all over the State to preach his message to the people, sometimes on foot, trudging along the rough mountain trails, sleeping overnight with the simple mountaineers in their rude cabins, be they Catholics, Protestants, pagans, or atheists. He literally mixed with the people, shoulder to shoulder. By the end of his eight years' labor among them he had made thousands of converts and built up a substantial following for his Church among the people of the State. Schools were opened, asylums were built, churches erected and the number of priests increased from three to fifteen. In 1870 Bishop Gibbons was summoned to Rome, to attend the Great Council of the Vatican, composed of Catholic bishops from all over the world. As such he participated in its proceedings. On the question of papal infallibility he voted in the affirmative. At this gathering of Church dignitaries he made a powerful impression on his colleagues; they had never come in contact with so typical a representative of the spirit of the New World. Bishop Gibbons believed in the separation of Church and State and the possibility of each thriving by itself at this time when the majority of the churchmen doubted the possibility of either surviving such a separation. His views were then regarded as extremely radical, and many doubted their practicability. In 1872 Bishop Gibbons was translated to the vacant see of Richmond, Va., and here again his zeal and remarkable administrative ability manifested themselves

by the growth and spread of Catholicism among the people. New institutions sprang up, such as the St. Sophia Home for Aged Persons, in charge of the Little Sisters of the Poor. St. Peter's Cathedral Male Academy and parochial school, the enlargement of St. Joseph's Female Orphan Asylum, the founding of parish schools in Petersburg and Norfolk and the erection of new churches all over the diocese. In 1877 Archbishop Bailey, of Baltimore, finding that his health and strength were failing him, asked Pope Pius IX to give him a coadjutor, at the same time suggesting that Bishop Gibbons be appointed to the office. His request was granted and on 20 May, 1877, Bishop Gibbons was made coadjutor by papal appointment, with the right of succession to the see of Baltimore. On 3 Oct., the same year, before he had been installed in office, Archbishop Bailey died and Bishop Gibbons, at the early age of forty-three, succeeded to the highest ecclesiastical dignity in the Catholic Church of America, for Baltimore, being the oldest, is therefore the primary American see. One of the most important works accomplished by him in his new see was the establishment of the St. James Home for Boys, the foundation of which was placed in the hands of the Rev. Edmund Didier, pastor of St. Vincent's Church, Baltimore. In 1883 Archbishop Gibbons was summoned to Rome, with other American archbishops, to confer upon the affairs of the Church in the United States. During this visit he was the recipient of several marked favors from Pope Leo XIII. He was appointed to preside over the third plenary council of Baltimore, which assembled in that city in 1884, its object being mainly to regulate church discipline throughout the church organization of the country. The success of the council was due in a great measure to the zeal, energy, and executive ability of Archbishop Gibbons. When the acts and decrees of the council were finally submitted to Rome, they were, after mature consideration by the highest authorities in the Church, entirely approved, the Pope at the same time expressing his appreciation of the services of Archbishop Gibbons, and, shortly afterward, at a special consistory, nominated him for promotion to the high dignity of cardinal, in which he was immediately confirmed. On this occasion the Pope said: "The flourishing state of the Catholic Church in the United States, which develops daily more and more, and the condition and form according to which the ecclesiastical canons of that country are formulated, advise us, or rather demand, that some of their prelates be received into the sacred college." When the bearers of the official insignia called at the Vatican to take leave of the Pope before departing on their mission, he charged them to present his affectionate paternal benediction to Archbishop Gibbons, adding: "We remember him with sentiments of the most cordial esteem and believe we could not confer the hat upon a more worthy prelate." Archbishop Gibbons selected 30 June, 1886, the day of his silver jubilee as a priest, as the occasion on which he would be invested with the insignia of his rank as a prince of the Church. The ceremony was surrounded by all the pomp and magnificence prescribed for such occasions in the Catholic ritual. In June, 1911, Cardinal Gibbons celebrated his golden jubilee, and nothing illustrates better the place he had taken in the public estimation meanwhile than a comparison of this later celebration with the earlier one in 1886. The silver jubilee was entirely a Catholic celebration, the participants being from those within the Church itself. In 1911, however, the occasion was made a civic, almost a national, affair. The press, from one end of the country to the other, gave it front page space, while the most prominent personages attending were national figures quite outside the Church. Among those who attended, coming from Washington or other distant points on special trains, were President Taft, ex-President Roosevelt, Speaker Clark, ex-Speaker Joe Cannon, the British ambassador, James Bryce, Governor Crothers, of Maryland, Mayor Preston, of Baltimore, Chief Justice White, of the United States Supreme Court, and a great number of other prominent men, including members of both houses of Congress. Few if any of these were Catholics, yet they came specially to show their regard for Cardinal Gibbons. In the address which he made on this occasion, Theodore Roosevelt said: "The Cardinal, throughout his life, has devoted himself to the service of the American people. . . . I am honored, we are all honored, that the opportunity has come today to pay a tribute to what is highest and best in American citizenship, Cardinal Gibbons." As will be noted, the life-story of Cardinal Gibbons presents few events of a sensational nature. The place to which he has attained, not only in the Church, but in the estimation of the American people, regardless of religious creeds, or beliefs, has come to him as a result of the patient, everyday work which he has done, and done so well. His high position in the Church was no doubt attained partly because of his remarkable executive ability, but his place in the hearts of the people is undoubtedly due to the fact that his entire nature is in close harmony with the American spirit. This is appreciated even among the church dignitaries in Europe, who know him as "the American bishop." Cardinal Gibbons, himself a poor boy, the son of humble parents, has always remained close to the people. Nothing better illustrates this than when, in 1886, the Holy See of Rome, having condemned the American labor organization, the Knights of Labor, in Canada, and being about to extend this condemnation to the same body in the United States, Cardinal Gibbons immediately hurried to Rome and pleaded the cause of the workers. So lucidly did he explain the situation that the Pope immediately rescinded his condemnation of the Canadian organization. Few figures in the public eye in this country have become so truly reverenced by the masses as Cardinal Gibbons. He is preeminently the great statesman of the Catholic Church in this country. In 1903 Cardinal Gibbons took part in the papal conclave of the College of Cardinals, held for the purpose of electing the successor of Pope Leo XIII, being the first American prelate to participate in such a conference. It was he who induced the present Pope, then the Patriarch of Venice, to accept the nomination. Cardinal Gibbons has also written considerably on religious sub-

Calvin W. Seaman

mandy, France, in the early part of the eighteenth century. He was educated in the public schools of his native town,

Thomas Seamans, who came to this country from England, in 1660, settling in Mass. The line of descent is thence through his son, James, and Tabitha (Wood) Seamans; their son, Caleb, and Eunice (Aldrich) Seamans; and their son, Isaac, and Polly (Walker) Seamans, who were the

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jects. His first book, "The Faith of Our Fathers" (Baltimore, 1871), is perhaps one of the most remarkable pieces of literature of its kind. Written in simple style, it sets forth the precepts of the Catholic Church so that they are comprehensible to every mind. It is said that no written matter ever had so powerful an influence in making converts. The work sold over a million copies and is now as widely read as during the first year after publication. It has since been translated into twelve languages. His other works are: "Our Christian Heritage" (1889); "The Ambassador of Christ" (1896); "Sermons and Discourses"; and "Fifty Years of Experience."

FRINK, John Melancthon, manufacturer, b. in Montrose, Pa., 21 Jan., 1845, son of Rev. Prentiss and Deidamia (Millard) Frink. His father, a Baptist minister, was active in the campaign to make Kansas a free State. He is a descendant on the paternal side from a family which came from Normandy, France, in the early part of the eighteenth century. He was educated in the public schools of his native town, and at Washburn College, Topeka, Kan. When he was thirteen years old his parents removed to Kansas, where the father died three years later. At the age of sixteen he began to shoulder the responsibilities of caring for the family, engaging in whatever employment he could obtain. He was among the first to enlist at the outbreak of the Civil War, participating in the movements to resist the invasion of the Confederate general, Price, and Quantrell at the time of the burning of Lawrence. After the war he removed to Southern Kansas where he purchased a farm and remained eight years. In 1875 he decided to devote his energies to business matters and went to San Francisco, and later to Seattle. Here he taught school, worked as cowboy and farmer, and encountered all the excitements and vicissitudes incidental to life in a newly settled district. In 1881, with L. H. Tenny, he formed the firm of Tenny and Frink, in the iron foundry business. His firmly acquired habits of intense application and untiring perseverance soon made for him an enviable position as a business man, and in the following year the Washington Iron Works Company was incorporated with Mr. Frink as president and manager, a position he has held thirty-three years. Mr. Frink has created many great improvements in engines and machinery for logging and lumbering purposes, which are now used by lumbering-men throughout the world. He is recognized as a man of great capabilities, and was one of the organizers of the first electric light companies in Seattle, in 1886, was president and manager of the Seattle City Railway Company, and was the first to establish an electric cast steel furnace on the Pacific Coast. During the early period of his residence in Seattle, Mr. Frink served as a member of the board of aldermen two years; State senator eight years; school board, five years, and the park board, of which he is president. In 1900 he was the unsuccessful Republican candidate for governor. He gave Seattle one of her finest parks overlooking Lake Washington. Mr. Frink was for thirty-nine years a member of the chamber of commerce, and is a member of numerous clubs, among them the Rainier, Arctic, and Seattle Golf. He married in Kansas, Hannah Phillips, who died in 1875; and in 1877 he married Abby Hawkins, daughter of Almon Hawkins, of Illinois.

SEAMANS, Clarence Walker, manufacturer, b. in Ilion, N. Y., 5 June, 1854; d. in Pigeon Cove, Mass., 30 May, 1915, son of Abner Clark and Caroline Matilda (Williams) Seamans. His father was for many years purchasing agent for the firm of E. Remington and Sons, gun manufacturers, in Ilion, N. Y. His first paternal American ancestor was Thomas Seamans, who came to this country from England, in 1660, settling in Swanzey, Mass. The line of descent is then traced through his son, James, and Tabitha (Wood) Seamans; their son, Caleb, and Eunice (Aldrich) Seamans; and their son, Isaac, and Polly (Walker) Seamans, who were the grandparents of Clarence W. Seamans. He early manifested a love of study and an aptitude in the mastery of those lines to which he turned his attention and it was natural that after graduation at the Ilion public and high schools, he should seek a business career. In 1870, at the age of sixteen years, he obtained employment as a clerk in the office of E. Remington and Sons, where he remained five years. While in their employ he was prevailed upon to go West and look after the interests of some people connected with the Remingtons, and was made superintendent of silver mines in Bingham, Utah, where he remained three years. In 1878 he accepted a position as sales manager for Fairbanks and Company and E. Remington and Company, as sales agent for the Remington typewriter. Mr. Seamans became a very important factor in the typewriter business, with which he was prominently connected until his lamented death. In 1882 he organized the firm of Wyckoff, Seamans and Benedict and they entered into a contract with E. Remington and Sons to market their entire production of typewriters. Mr. Seamans made the Remington typewriter sales organization the finest selling force in the world; the revivified sales department made the Remington typewriter business the largest typewriter business in the world, with offices in every great city and a name synonymous with quality, durability, and service. In 1886 the firm of Wyckoff, Seamans and Benedict purchased the right, title, interest, and franchises, tools and machinery, of the Remington typewriter and formed a corporation under the name of the Remington Typewriter Company, of which he was made treasurer and general manager. When the Union Typewriter Company was formed, in 1893, through the consolidation of the Remington, Monarch, Yost,

American, and Smith-Premier, he became its president. For many years Mr. Seamans was the active head and controlling spirit in the typewriter business; but as the spur of necessity ceased to be felt and the natural financial prosperity of his remarkable business management increased, he left to others the more direct management of affairs in 1910. Mr. Seamans, besides his interests in the typewriter manufacturing industry, was director of the Washington Trust Company, Merchants' Fire Assurance Corporation of New York City, and the People's Trust Company of Brooklyn, N. Y. He was one of the great army of country boys who have become captains of industry. He was conspicuous among the city men who came from the farm to the broader world of commerce and who have in the past and will in the future furnish the backbone of the city activity. A business associate who had known Mr. Seamans since his boyhood said of him: "In his death the country lost a man whose life was a happy illustration of the honors and rewards of business fidelity and industry, when combined with high principle and unswerving integrity. As a business man his character was unclouded and unimpeachable. He had excellent judgment, and adhered with stanch consistency to sound, conservative, and unquestionable business methods. His name was known among the highest circles of the business world as that of a man who could be trusted and with whom it was a satisfaction to transact business. Nor was he a man of mere money-making ambition. He loved his fellow men and was interested in those agencies that tend to the betterment of society; a truly loyal, earnest worker for the public good. It has been said of Mr. Seamans that no one could come in contact with him without feeling better for the meeting and acquiring a more kindly disposition toward his fellow men and the world at large No man could be with him long without becoming his friend. The sunny smile which illuminated his strong, thoughtful countenance was the outward manifestation of a genial nature which recognized and appreciated the good in others. His sterling qualities of manhood commanded the respect of all who knew him. His life teaches the priceless value of unswerving loyalty to right, and the assured rewards of exemplary living. Fortunate indeed is the country that has such men as the late Clarence W. Seamans as its exemplars." Mr. Seamans built a magnificent residence which he greatly enjoyed, and a summer home at Pigeon Cove, Mass., where he died. He spent his summers in the White Mountains. Mr. Seamans was for sixteen years a trustee of Syracuse University and the Brooklyn Institute of Arts and Sciences and held membership in numerous exclusive organizations, among them the Chamber of Commerce, Brooklyn Society for the Prevention of Cruelty to Children, Rockport Country Club, Bass Rock Golf Club, Nassau Country Club, Long Island Country Club, Dyker Meadow, Union League Club of Brooklyn, Riding and Driving Club, Crescent Athletic Club, Parkway Driving Club and the Rembrandt Club. Mr. Seamans will always be remembered in Ilion, N. Y., by the Seamans Public Library which he donated to the village when the Alumni Association of the Ilion High School was making hopeless efforts to give the village an adequate library. Upon his death his associates in the Remington Typewriter Company published a handsome brochure containing the following resolutions to which were appended the signatures of each director: "The Directors of the Remington Typewriter Company desire to place on record an expression of the profound sorrow with which they learned of the death of Clarence Walker Seamans at his summer home at Pigeon Cove, Massachusetts, on May thirtieth, nineteen hundred and fifteen. Born at Ilion, N. Y., and beginning his business career in the employ of E. Remington and Sons, Mr. Seamans early manifested the characteristics which particularly fitted him for leadership, and in 1879 he became head of the department which handled the sale of the typewriter. In the development of a sales organization he was a founder of the firm of Wyckoff, Seamans and Benedict. Later he was president of the Union Typewriter Company, and continued in active control of the business until compelled by failing health to relinquish some of its responsibilities. At the time of his death he was Chairman of the Board of Directors of the Remington Typewriter Company, successor to the Union Typewriter Company. He displayed great ability in developing the possibilities of the typewriter business and in shaping the policy which proved so successful. To those who know Mr. Seamans well the sense of loss is so great that it is hard to say all we think and feel. He was a very human man and possessed a most lovable character. He was a personal friend of the worker and interested in his individual progress. He had that rare quality which created in the minds and hearts of those who served under him a love of service. Therefore, be it RESOLVED that in the death of Clarence Walker Seamans this company has suffered an irreparable loss and the members of this Board have been deprived of one of their most cherished associates; that his loss brings peculiar sorrow to his fellow directors and the officers of this company, for he was at all times a tried and loyal friend and a wise leader, ever ready to co-operate with his associates for the well-being of this company. And be it further RESOLVED that we tender to the family of our deceased friend and associate our sincere sympathy in their great bereavement. And be it further RESOLVED that a copy of this expression, properly engrossed, signed by each member of the Board be sent to the family of Mr. Seamans." On 20 Feb., 1879, he married Ida Gertrude, daughter of Adrian L. and Lucia (Roby) Watson, of Washington, D. C., and they had four children, two sons, Ralph Walker and Harold Francis (both deceased), and two daughters, Mabel G. (now Mrs. Robert Payson Loomis) and Dorothy Seamans. Mr. Seamans was also survived by a sister and two brothers, Cornelia Seamans, of Ilion, N. Y., Francis M. Seamans, of Pasadena, Cal., and I. C. Seamans, of Ilion, N. Y.

WALLACE, Lew, author and soldier, b. in

Brookville, Ind., 10 April, 1827; d. in Crawfordsville, Ind., 15 Feb., 1905, son of David and Esther French (Gest) Wallace. As his name indicates, he was of Scotch lineage. His grandfather, Andrew Wallace, emigrated from Pennsylvania to Cincinnati while it was only Fort Washington, and came on to the Whitewater Valley after Wayne's victory over the Indians had opened it to settlement. He was accompanied by his wife, who was of a Virginia family—a niece of the celebrated sea captain, John Paul Jones—and his seven sons. Through the friendship of Gov. Wm. Henry Harrison, the oldest son, David, was appointed a cadet at West Point. He graduated there in 1821, and after serving for a time as tutor in the academy, and as lieutenant of artillery, he resigned, and took up the study of the law at Brookville, in the office of Judge Miles C. Eggleston, one of the foremost of the early Indiana lawyers. He was admitted to the bar in 1823, and his talent soon brought him a good practice. He was elected representative to the legislatures of 1828, 1829, and 1830; lieutenant-governor in 1831 and 1834, and governor in 1837. The failure of the internal improvement system, which he had championed, caused his defeat for re-election in 1840, but in 1841 he was elected to Congress from the Indianapolis district. In 1843 he was defeated for re-election, chiefly because he had voted for an appropriation of $30,000 to test Morse's electric telegraph, then just invented. He retired from active political life thereafter, though he was chairman of the Whig State Committee in 1846, and a delegate to the constitutional convention of 1850. He devoted himself to the practice of law until 1856, when he was elected judge of the Court of Common Pleas of Marion County, which office he retained until his death, in 1859. Naturally prone to mischief and indulgence in self-will, young Lew made little progress in education till his thirteenth year, when he came under the instruction of Prof. Samuel Hoshour, one of the wisest and best educated of the early Indiana teachers. He first inspired the boy to write, and pointed out to him the fundamental principles of writing well. Another important educational influence came in his home. His father was a fine reader, and was accustomed to read aloud of evenings to his family, thus bringing many standard writers and speakers to the notice of his children. But the call of romance was in him, even in this adolescent period, and he worked for months on a wild narrative, "The Man at Arms; a Tale of the Tenth Century," which he wisely dropped later on. In this period, also, he caught an inspiration for art, while dallying about the studio of Jacob Cox, and dabbled at it rather surreptitiously for some time. In fact he never gave it up, and he eventually became quite expert in drawing, and also produced some very creditable canvases, several of which have unusual historic value, and will in time, no doubt, receive the recognition they deserve. Notwithstanding his accomplishments, young Wallace made little progress in the school essentials, and when he was sixteen his father decided on heroic remedies. He frankly rehearsed the whole situation to Lew, and told him his decision that henceforth, although his home was open, he must earn his own living. The youth was not averse. He found congenial and fairly remunerative employment copying records in the office of the county clerk, Robert Duncan, the husband of another of the daughters of Dr. Sanders. Here again he was fortunate, for Robert Duncan was intelligent and wise, and his influence aided much in turning the boy to a more practical view of life. In fact this was his turning-point. He determined on self-education, took up more serious reading, went back to his discarded schoolbooks and mastered them. His work in the clerk's office made him familiar with legal forms; and he undertook the study of law, with his brother, under the instruction of his father. He joined a militia company, and his natural fondness for things military led him to master the authorities on tactics of that time. In brief, he formed the habit of thorough study which marked his later life. But romance was not dead; and under the spell of Prescott's "Conquest of Mexico" he began the composition of "The Fair God" in the vaults of the old clerk's office at Indianapolis. The Texan troubles, and the impending war with Mexico, were of intense interest to this young man, to whom "the halls of the Montezumas" were as familiar as reading and imagination could make them. At the first sound of a call for troops he enlisted a company, and went out as its second lieutenant. His dreams were not realized. The First Indiana Regiment, to which his company was assigned, was stationed on the Rio Grande to protect the lines of communication—in a stifling, sickly place that presented no feature of war but disease—and came home at the end of the war without seeing a battle, notwithstanding violent efforts to attain a more active place in the conflict. Wallace felt this so keenly that when General Taylor was nominated for President, he abandoned his Whig affiliations, edited a campaign paper against Taylor, and became a straight-out Democrat until the beginning of the Civil War. After the Mexican War, Wallace resumed the practice of law, with intermittent work on "The Fair God." In 1852 he married Susan Arnold Elston, daughter of Maj. Isaac C. Elston, and located at Crawfordsville. He retained his interest in military matters, and organized a zouave militia company, the Montgomery Guards, which he brought to such perfection in drill that several others were organized in imitation of it, especially at Indianapolis. When Fort Sumter was fired on, Governor Morton telegraphed for Wallace, and made him adjutant-general. As soon as the work of raising troops for President Lincoln's first call was over, and the work of organization well under way, Wallace asked to go to the front, and was made colonel of the Eleventh Regiment—a zouave regiment composed at the time of his Montgomery Guards, three companies from Indianapolis and two from Terre Haute. After service through their first enlistment in West Virginia, the Eleventh reenlisted for three years, and was sent West. Wallace was promoted to brigadier-general on 3 Sept., 1861. He served at Forts Henry and Donelson, and commanded a division at Shiloh. On the advance of Kirby Smith in Kentucky he was intrusted with the defense

of Cincinnati, and made such effective preparations that when General Heth, who had been detached with 9,000 men to take the city, saw the reception prepared for him, he withdrew. On 12 March, 1864, Wallace was put in command of the Eighth Army Corps, with headquarters at Baltimore. While putting things in order there, he became suspicious of a rebel raid on Washington, which at that time had numerous entrenchments, but no men to hold them. General Grant had concentrated all his available forces at City Point. General Hunter, commanding in West Virginia, had gone on an expedition down the Kanawha Valley, leaving General Sigel at Harper's Ferry with not over 6,000 available men. The Shenandoah Valley was open for an advance on Washington. Small items of information confirmed Wallace's fear that General Lee would not overlook the opportunity, but yet he had nothing definite to present. He had reason to believe that his superiors, General Grant and General Halleck, were not friendly to him. He could not risk an unfounded alarm that might disturb their plans. On his own responsibility he concentrated about 2,500 men, mostly raw troops, on Monocacy River, and fortified the approaches to the roads leading to Baltimore and Washington. He had six three-inch guns and one twenty-four-pounder howitzer. Rapidly approaching against him was Gen. Jubal Early, with 20,000 men and a full complement of field-guns. Early's skirmish line met Wallace's outpost at Frederick on July 7, and was temporarily repulsed. On 8 July were minor contests, while Early's main force was coming in reach. On that night Wallace was reinforced by 5,000 veterans under General Ricketts. On 9 July this inferior force withstood Early's assaults from seven o'clock in the morning till four in the afternoon, and then withdrew in good order before an attack in full force was made. Wallace's object was accomplished. He had demonstrated Early's strength, and established the fact that his objective point was Washington—two days' march beyond. Grant had been duly notified; and when Early reached the national capital, a reconnoissance showed that its defenses were fully manned, and he turned in retreat. Wallace had saved his second Northern city from capture. Two generals possessed of imagination had come in conflict. Wallace had divined Lee's plan and thwarted it. As the war neared its end, General Wallace was intrusted with a delicate secret mission to the Confederate leaders of Texas. It failed of its immediate purpose, but was instrumental in promoting aid of the United States to the Mexican Liberals, and the expulsion of Maximilian. He served on the commission that tried and convicted the assassins of Lincoln, and during the trial made pencil sketches of all the leading characters, which were subsequently used in an historical painting that he left unfinished. He served on the commission that tried and convicted Wirz, the commander at Andersonville prison, and, from his experience there grew his historical painting, "The Dead Line." In 1873 "The Fair God" was published, and General Wallace at once sprang to fame as a writer. Over 145,000 copies were sold by 1905. It was followed in 1880 by "Ben-Hur," which attained the greatest circulation of any American book since "Uncle Tom's Cabin." It has been translated into German, French, Swedish, Bohemian, Turkish, Italian, Spanish, Portuguese, and Arabic; and has been printed in raised letters for the use of the blind. In 1888 he published his "Life of Gen. Benjamin Harrison," and in 1889 "The Boyhood of Christ." In 1893 appeared "The Prince of India," and in 1898 "The Wooing of Malkatoon," with "Commodus," a tragedy. While an earnest Republican in politics, General Wallace was not a seeker for political preferment. He declined the mission to Bolivia, offered by President Hayes, and that to Brazil, offered by President Harrison; but he served as governor of New Mexico, 1878-81, and as Minister to Turkey, 1881-85. In the latter position he brought to the United States more prominent and influential relations with the Porte than it had ever before held. He later declined two offers of service under the Sultan. When the Carnegie Institution was founded, in 1902, there were appointed twenty-seven trustees, designed to represent the culture and intelligence of the forty-five States of the Union. It is a notable fact that four of these trustees—Secretary John Hay, Senator John C. Spooner, of Wisconsin, Judge William W. Morrow, of the Ninth Judicial Circuit Court of the United States, and Dr. John S. Billings, of the surgeon-general's office, who is distinguished as a librarian, an author, and a medical man—were natives of Indiana, a State less than a century in age His later years were passed chiefly in writing his autobiography at his home in Crawfordsville, in the congenial company of his talented wife, who was also a writer of ability, as witnessed by her books and poems. He died there on 15 Feb., 1905. His wife followed him on 1 Oct., 1907. They had one child, Henry L. Wallace, of Indianapolis. In 1907 the legislature of Indiana provided for placing a statue of General Wallace in the National Hall of Fame, as one of the two representatives of his State. It was a worthy selection; but no Indiana man had less need of a statue to preserve his memory.

CLARKE, Joseph Ignatius Constantine, editor and playwright, b. in Kingstown, Ireland, 31 July, 1846, the son of William and Ellen (Quinn) Clarke. His father, a barrister, died in 1853, and he received his early education in St. Joseph's, Clondalkin, Ireland. On the migration of the family to England he studied in London and later in Paris. He entered the English Civil Service in London (Board of Trade) in 1863, but in accord with his national predilections joined the Fenian movement in 1868 and resigned from the service. In the same year, after a stay of some months in Paris, he came to America and took up periodical writing in New York, contributing to the magazine, "Onward," founded by Mayne Reid, the bright novelist of outland adventure, a series of articles on "The Songs of the French Revolution" with translations, notably La Marseillaise, Le Chant du Depart, and "Ca Ira." He contributed also many articles on Irish questions to the "Irish Republic," a weekly of the period. In 1871 he joined the editorial staff of the New York

Ida H. Ogilvie

"Herald" filling in succession the posts of correspondent [illegible] numerous [illegible] and [illegible]

New York "Journal" which office he filled [illegible] for play writing had already found outlet, and he [illegible] "Cosmopolitan," a literary weekly [illegible] a periodical on which so many [illegible] writers of today gave their [illegible] In 1900 [illegible] New York "Sun." His plays are [illegible] (in collaboration with [illegible] the starring vehicles of [illegible] Miller; "For Bonnie Prince Charlie" [illegible] the French of Coppé played for two years by Julia Marlowe; "The First Violin," [illegible] by Richard Mansfield; [illegible]

[illegible] "Manhattan, an Ode for the Fulton-Hudson Celebration," 1909; "The Fighting [illegible] and Other Poems and Ballads" [illegible] "Sullivan, 1770," a poem, 1912; "John [illegible] where he voted for [illegible] in 1886. [illegible] of the Authors' [illegible] New York Press Clubs [illegible] of 1[illegible] Club [illegible] Merri[illegible] where he [illegible] president of the Friendly Sons of St. Patrick of New York. On 18 June, 1873, Mr. Clarke married Mary Agnes Cahill, of New York, and has two sons, William Joseph and Harry E[illegible] both born in New York. Although [illegible] usual routine Mr. Clarke [illegible] his customary close [illegible] vision to journals and [illegible]

OGILVIE, [illegible]

father's side. Another ancestor was [illegible] one of the founders of the Plymouth colony; Samuel Pratt, a relative of the first president of Yale; Judge Joseph Otis, Nathaniel Tillotson [illegible] Mission School and Main Street [illegible]

[illegible] volcanoes in Mexico, held no terror for her, since she stood on the very rim of the crater, [illegible] looked down into its sulphurous depths [illegible] by investigating trips to the Ortiz Mountains of New Mexico, which belong to the [illegible] of extinct volcano. [illegible] scientific world many new facts in regard to the chemical relationship of lavas. She also [illegible] important contributions to the subject of the effect of aridity on erosion. She [illegible] of the first investigators to establish [illegible] that aridity has a notable effect [illegible] of the surface of the [illegible] tion of the sands [illegible] k of intermittent [illegible] "conoplain" [illegible] [illegible] [illegible]

Ida M. Ogilvie

"Herald" filling in succession the posts of correspondent, telegraph editor, dramatic, musical, and literary editor, editorial writer, night editor and managing editor until May, 1883, when he became managing editor of the New York "Journal" which office he filled until 1895. His turn for verse and for playwriting had already found outlet, and he pursued the latter for some time with success. In 1898, however, he became editor of the "Criterion," a literary weekly, for two years—a periodical on which so many of the ripe writers of today gave their first fruits of promise. In 1900 Mr. Clarke was once more engaged as a special contributor by the New York "Herald" which led later to his filling the post of Sunday editor from 1903 to 1906. In the latter year he became chief of the publicity department of the Standard Oil Company where he remained until July, 1913. In 1914 he made a tour of Japan and China, contributing a series of descriptive and analytic letters on his journey to the New York "Sun." His plays are "Heartsease" (in collaboration with the late Charles Klein)—for years the starring medium of Henry Miller: "For Bonnie Prince Charlie" from the French of Coppé played for two years by Julia Marlowe; "The First Violin," played for a season by Richard Mansfield; "Her Majesty," played for a season by Grace George; "Lady Godiva," "Great Plumed Arrow," and "The Prince of India." Mr. Clarke is besides author of "Robert Emmet, a Tragedy," 1888; "Malmorda, a Metrical Romance," 1893; "Manhattan, an Ode for the Fulton-Hudson Celebration," 1909; "The Fighting Race and Other Poems and Ballads," 1911; "Sullivan, 1779," a poem, 1912; "John Barry," a poem, 1914. In politics Mr. Clarke is a Democrat, although affiliating with the Republicans until 1876 when he voted for Samuel J. Tilden. He bolted Bryan in 1896. Mr. Clarke was the founder and president of the National Art Theater Society; is a director of the Society of American Dramatists and Composers; president-general of the American Irish Historical Society; director of the Tuinucu (Cuba) Sugar Company; member of the Authors, Manhattan, Catholic, and New York Press Clubs; and Alliance Française of New York, and president of the Merriewold Club of Merriewold Park, Sullivan County, where he makes his summer home. He is ex-president of the Friendly Sons of St. Patrick of New York. On 18 June, 1873, Mr. Clarke married Mary Agnes Cahill, of New York, and has two sons, William Joseph and Harry E., both business men in New York. Although retired from professional routine Mr. Clarke contributes often with his customary close observation and clear vision to journals and magazines. His "Cry of France: a Rhapsody," in August, 1916, attracted wide attention.

OGILVIE, Ida Helen, educator and scientist, b. New York City, 12 Feb., 1874, daughter of Clinton and Helen (Slade) Ogilvie. Miss Ogilvie's father was the celebrated landscape painter; her mother, also a painter, who has received considerable recognition, was a daughter of Jarvis Slade (q.v). William Ogilvie, who came from Scotland to New York in 1745, was the first American ancestor on her father's side. Another ancestor was Judge Peter Ogilvie, a general in the War of 1812. Through her mother, Miss Ogilvie is of Mayflower descent through Richard Warren. Other notable ancestors are William Thomas, one of the founders of the Plymouth colony; Samuel Pratt, a relative of the first president of Yale; Judge Joseph Otis; Nathaniel Tilden; Capt. Nathaniel Thomas; William Hatch; and James Torrey; all notable in New England Colonial history. She was educated at the Brearley School and Bryn Mawr College, where she was graduated A.B. in 1900. While at Bryn Mawr she showed a marked aptitude for scientific research in geology and zoology. She prosecuted her research studies in zoology for two summers at the Marine Laboratory, Woods Holl, Mass. Her interest in geology was greater, and she eventually became a geologist of note. She explored the Adirondacks, publishing her observations in a paper under the title of "The Glaciation of the Adirondacks." Later she studied at Columbia, where she was awarded the degree of Ph.D. in 1903. Her most notable investigations were along the line of past glaciation of the continent and of volcanic activities. She became a daring and intrepid explorer breaking the trail in the Canadian Rockies, north of the line of the railway. Miss Ogilvie has added to her distinctions that of mountain climber, but always as a scientific investigator, trying to solve the age-old riddles of the universe. Even Popocatapetl, one of the highest volcanoes in Mexico, held no terror for her, since she stood on the very rim of the crater, and looked down into its sulphurous depths. She carried her investigations to the Ortiz Mountains of New Mexico, which belong to the laccolith type of extinct volcano. These explorations enabled her to announce to the scientific world many new facts in regard to the chemical relationship of lavas. She also published important contributions to the subject of the effect of aridity on erosion. She was one of the first investigators to establish the axiom that aridity has a notable effect upon the conflagration of the surface of the earth, and upon the composition of the sands and soil. She also studied the work of intermittent streams, and gave the name "conoplain" to the form of surface produced by the action of such streams. Her accounts of these venturesome and satisfying excursions attracted immediate attention. Dr. Ogilvie lectured on geology in the Misses Rayson's School in New York in 1902-03. Her methods of presenting geology to the girls made it most interesting and easy of comprehension. In 1903, after receiving her Ph.D. degree, she was appointed lecturer in geology in Barnard College. Here her success was even more pronounced, and she has been steadily promoted, being since 1911 in full charge of her department, under the title of assistant professor. She also lectures to classes in Columbia University. The department of geology in Barnard originated with Miss Ogilvie's appointment. It now ranks equal with any university in the country for its thoroughness, for the work accomplished, and for the enthusiastic interest displayed by the students. Dr. Ogilvie's methods are all her own, and on account of her engaging individuality she defies the imitator. She is a

fellow of the Geological Society of America, one of the two women to attain this high distinction; fellow of the American Association for the Advancement of Science; fellow of the New York Academy of Science and of the Seismological Society of America. She stands in the vanguard of progressive women, and is, therefore, greatly interested in woman suffrage. It has been said of Miss Ogilvie that she owes her success to her determination and devotion to her profession, being willing, if necessary, to give twenty-four hours a day to her work. Perhaps her greatest contribution has been in blazing the way for other women, and in winning recognition in the scientific world.

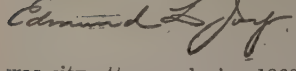
DANA, Charles Anderson, journalist, newspaper publisher, b. in Hinsdale, N. H., 8 Aug., 1819; d. in New York, N. Y., 17 Oct., 1897. He was descended from Richard Dana, who came from England and settled in Cambridge, Mass., in 1640. When young Dana was two years of age his parents removed to Gaines, N. Y., where he remained until his sixth year. The family then went to Guildhall, Vt., where the boy lived until he was twelve, when he was taken to Buffalo by an uncle and given a home with him. Here he attended the public schools, sometimes working in a store. At a very early age he was thrown almost entirely on his own resources and was compelled to make his own living. Yet he was determined to acquire a thorough education, and practically all of his leisure moments were devoted to study, or to the reading of books. Even at this time he was an omnivorous reader and had an intelligent understanding of English literature. As a result of his arduous application, he was able to pass the entrance examinations to Harvard University in 1839 and to become one of its students. Here his work was characterized by the same steady application to his studies, with the unfortunate result that his eyes began to fail him. He was able to finish his sophomore year only through the help of a fellow student, John Emory, who read his lessons to him and heard his recitations, and in other ways coached him for the examinations. At the end of that year he was compelled to leave college and to abandon all hope of attaining a full collegiate training. In the following year he became interested in the famous Brook Farm Association, which established a Fourierist communist colony at Roxbury, Mass. Like the communist colony established in Harmony, Ind., by the famous Robert Owen, it eventually failed, but not without leaving behind it some very pleasant memories of the associations formed between the colonists and later to become the subject of literary treatment by such writers as Nathaniel Hawthorne. Here it was that Dana became acquainted with George and Sophia Ripley, George William Curtis, Hawthorne the novelist, Theodore Parker, William Henry Channing, John Sullivan Dwight, Margaret Fuller, and a number of others closely associated with the intellectual life of New England. During this period young Dana gained his livelihood by teaching Spanish and mathematics, and it was also then that he did his first journalistic work, on the "Harbinger," the journal of the social reformers. But the open-air life, the healthy activities out-of-doors which constituted the life of the colonists were at least the means to bringing Dana's eyesight into serviceable condition again, though throughout the rest of his life he was obliged to exercise much care in the use of his eyes, reading by artificial light being especially forbidden him. After the breaking up of the colony, Dana went back to Boston and found employment as a reporter on the Boston "Chronotype," his salary being $5.00 a week. Here he remained for two years, gaining little material reward, but the beginning of his journalistic experience. At the end of that period he went to New York and was given a position on the "Tribune," and so he began his association with that other famous journalist and social theorist, Horace Greeley. Here he earned a salary of $10.00 a week, even after he was raised to the position of city editor in 1847. Not long after the desire to visit Europe came over him, and he proposed to Horace Greeley that he be sent over as the correspondent of the "Tribune." "Dana," Greeley is said to have remarked, "you don't know enough. You don't know enough about European life or affairs to be able to write on such a subject intelligently." Nevertheless, Greeley finally agreed to pay Dana $10.00 a week for a weekly letter which he was to write while abroad. Dana then made a similar arrangement with the Philadelphia "North American Review," the "Commercial Advertiser," the "Harbinger," and the Boston "Chronotype," the latter two papers paying only $5.00 a week for their correspondence. Thus Dana had an income during his eight months' trip abroad of $40.00 a week, more than ample to pay his expenses and keep his family in New York. Finally he returned home, rich in experience, but with only $63.00 in his pocket. Once more Dana plunged into his journalistic work, on the "Tribune," and not long after Greeley gave him an interest in the paper and made him managing editor. His policy was characterized by his violent attacks on slavery and when the Civil War broke out the "Tribune" was one of the stanchest pro-Union papers in the country. In 1861 Dana went to Albany to help elect Greeley to the United States Senate, in which he almost succeeded; would, in fact, have succeeded had it not been for the opposition of Thurlow Weed. As the war progressed, however, Greeley and Dana began to disagree over certain details of policy affecting their attitude toward certain Union commanders. This difference finally became so serious that they were obliged to separate and Dana, disposing of his interest in the paper, in the spring of 1862, severed his connection with the "Tribune." He was immediately offered employment by Secretary of War, Edwin M. Stanton, to go to the front and there act as his special representative in observing the operations. Thus he was present at and participated in some of the most important battles of the war; he was on the scene during the campaigns in the Northern Mississippi, at Vicksburg, at the rescue of Chattanooga, and in the Virginia campaigns. It is said that his reports and recommendations caused Rosecrans to be succeeded by Hooker and the transfer of Hooker's command on the Tennessee to Grant. In 1863 Dana was recalled to Washington and then became

Assistant Secretary of War, which position he continued to hold until the war was terminated by Lee's surrender at Appomattox. After the termination of the war Dana went to Chicago and there attempted to found a newspaper, the Chicago "Republican," but for reasons that appear to have been outside of his control, this venture failed. He then came to New York and there organized a stock company for the purpose of purchasing the New York "Sun." This he was successful in accomplishing, the paper being purchased for $175,000 from Moses Y. Beach. The first issue under his editorship appeared on 27 Jan., 1868. In politics the new paper was supposed to be Democratic, but it bitterly criticized the Grant administration, so vigorously that on one occasion, in July, 1873, an attempt was made to bring him to Washington to appear there in the police courts on a charge of libel. Judge Blatchford, however, refused to issue the warrant for his arrest. Through the "Sun" Dana soon became known throughout the country for his great abilities as an editor. His editorials were brilliantly written, sometimes barbed with the bitterest satire, sometimes glowing with humor, never heavy or dull. This brilliancy he managed to infuse into every page of the paper, for he was a genius in choosing the members of his staff. It was he who first made known the famous "Doc" Wood, the "great American condenser." "The resurrection of Christ, the greatest news the world ever heard, was told in seven hundred words," was one of the notices which Dana caused to be posted on the walls of the "Sun" office. Wood's abilities for expressing a great deal in a few words soon attracted Dana's attention. It is said that Dana once gave Wood a poem in galley proof, covering a whole column of space, and told him to "boil it down." The result was: "Do you love me? No. Then I go," covering just three lines. Dana never tired of repeating this story. During this early period, while the "Sun" was still professedly Democratic, Dana made no secret of his ambition to be appointed collector of customs for New York. But this appointment he never received. He was, after all, too frank, too outspoken in editorial expression, to make a good politician. His bitter satire, his open ridicule of things which he thought dishonest, made him many enemies, and these naturally grew in number and were able to exert their influence against him. Later Dana became so disgusted with these petty spites against him within the Democratic party that he went over to the Republicans, and to that political party the "Sun" adhered until his death. Aside from his editorial writings, Mr. Dana also did some literary work which was published in more permanent form. In 1848 he translated from the German a book which appeared in English under the title of "The Black Ant." In collaboration with George Ripley he planned and edited the New American Encyclopedia, the first edition of which appeared in 1863. A "Life of Ulysses S. Grant" appeared in 1868, his collaborator in this work being Gen. James H. Wilson. He and Ripley issued a volume entitled "Household Poetry" in 1857 and in 1883 he and Dr. Rossiter Johnson issued "Fifteen Perfect Poems." Charles A. Dana will ever stand forth in the history of American journalism as one of the foremost, if not the foremost, journalists of this country. Nobody was ever more successful in infusing his personality so thoroughly into a newspaper as he; even the news columns were written in a distinctly original style, so that the "Sun" was bought and read by many people for its style alone. It was Dana's energy, ability and, above all, his personality, which made the "Sun" the great, influential daily it was and still is. And yet behind the satire, the caustic humor, of some of its editorials, there was a man of very high ideals. His early enthusiasms and his association with the idealistic dreamers of the Fourierist experiments amply testify to this tendency in his character, which was only slightly modified by the experiences of later life. For with all his altruism, his social theories, Dana was essentially a good business man with a keen insight into human character and motives. Possibly this insight gave him that tendency toward a slight pessimism, portrayed by the satire of his editorial writings. After having established his financial success Mr. Dana devoted a great deal of his leisure to outdoor pursuits. He purchased a large country estate on Long Island, N. Y., and there gave up much of his time and energy to poultry raising, fancy gardening, and other agricultural pursuits. His mushroom cellar alone cost him $8,000. He was also an enthusiastic yachtsman and a hunter. Mr. Dana married Eunice McDaniel, of Maryland. They had four children: Paul Dana, Mrs. William H. Droher, Mrs. J. W. Brennan, and Mrs. William Underhill.

JOY, Thomas, colonist, b. in Norfolk County, England, in 1610; d. 21 Oct., 1678. The family name, probably derived from the town Jouy in Normandy, has, like many others, undergone modifications, appearing in such forms as Joye, Joie, Jaie, and Jay. Thomas Joy came to America in 1635 and settled in Boston, where he became the owner of much land, including that on which the mansions of Governor Hutchinson and Sir Charles Henry Frankland were built—and land in Bendall's Cove, including, possibly, the sites of Faneuil Hall and the "old father store." He was an architect and builder, constructing dwellings, warehouses, wharves, and bridges in Boston and Charlestown. He also owned and operated corn and saw mills in Hingham, where he also resided for a time. In 1646 Dr. Robert Child and six associates presented their famous "Memorial" to the general court, asking for certain reforms in the colonial government, and, particularly, for an extension of the right of suffrage among the men, three-fourths of whom were disfranchised because they were not members of local churches. The requests were refused and the petitioners were imprisoned and heavily fined. Thomas Joy assisted the reformers in the movements which followed. For circulating a petition, which was to be sent to England, and for challenging the authority of an official in search of certain papers, he was arrested and placed in irons. Later, after most of the original memorialists had been forced to leave the country, he betook himself to the sympathizing parish of the Rev. Peter Hobart at Hingham. Returning

to Boston in 1657, he and his partner, Bartholomew Bernard, built the first town house, which was also the first seat of government of Massachusetts, and the most important public edifice undertaken up to that time in New England. It was erected largely through the munificence of Capt. Robert Keayne, who died in 1656, making provision by will for the construction of a market place and conduit and a building adequate for specified public purposes. The bequest was more than doubled by popular subscription. The structure was completed in 1658 and was destroyed by fire on the night of 2-3 Oct., 1711. On the site there was built of brick in 1713 the "old state house" which still stands—one of the most venerated monuments of Colonial Boston. This "gallant state house," as it was called by Samuel Maverick in 1660, was the scene of stirring events. Above were chambers for town meetings and a library, the governor and council, assembly and courts; below was the merchants' exchange. Here the revolution against Andros was formed; here Captain Kidd, the pirate, was examined; here the witchcraft cases were tried; here met the Puritan elders, and here the first Episcopalians worshiped. It was the "pine state house" of Emerson's "Boston Hymn," the "town hall" of Hawthorne's "Scarlet Letter," and the "council chamber" of Whittier's "King's Missive." The armory, for which provision had been made in the will, was for the use of what is now known as the Ancient and Honorable Artillery Company of which Captain Keayne was the founder and first commander. Thomas Joy was elected a member of this company in 1658. He became a "freeman" of the Massachusetts Bay Colony in 1665, one year after the passage of a law granting non-freemen the right to become citizens, provided they were approved by the religious and secular authorities. In 1637 he married Joan, only daughter of Capt. John Gallop.

JOY, Edmund Lewis, soldier, b. in Albany, N. Y., 1 Oct., 1835; d. 14 Feb., 1892, son of Charles and Harriet (Shaw) Joy. He was a descendant in the eighth generation of Thomas Joy, of Boston, and on his mother's side of Anthony Stoddard, of the same place. After graduation at the University of Rochester, he studied law, and, in 1857, was admitted to the bar of New York. Settling in Iowa he practiced law in Ottumwa, and was city attorney during 1860-61. He entered the United States service in 1862, as captain in the Thirty-sixth regiment of Iowa infantry, and took part in movements on both sides of the Mississippi River, culminating in the capture of Vicksburg. In 1864 he was appointed by President Lincoln, major and judge-advocate, United States Volunteers, and was assigned to the Seventh army corps. As judge-advocate of the Department of Arkansas, which included Indian Territory, with headquarters at Little Rock, he participated in proceedings which led to the re-establishment of the government of Arkansas under a new Constitution. After retiring from the service he joined his father as partner in the management of extensive business interests in Newark, N. J., and upon the latter's death, in 1873, succeeded him, becoming a member of the New York Produce Exchange, and conducting the business on his own account during the remainder of his life. After his death the establishment was continued for twenty years as the Edmund L. Joy Company. He was a member of the New Jersey legislature during 1871-72; president of the Newark Board of Trade, 1875-76; president of the board of education, 1885-87; a delegate to the Republican National Convention in 1880; and a government director of the Union Pacific Railroad Company, 1884-85, by appointment of President Arthur. In 1862 he married Theresa R., daughter of Dr. Homer L. Thrall, of Columbus, Ohio.



HOGAN, James Joseph, business man, b. in St. John's, Newfoundland, 6 July, 1837; d. in Wauwatosa, Wis., 8 Sept., 1914, son of Capt. James and Honoria (Burrows) Hogan. His father was a sea captain, who in the early days had often sailed around the Horn to California. He removed to Michigan in 1847, in the last days of the Territory, and engaged in sailing the Great Lakes. James J. Hogan spent his boyhood in Sheboygan, where he attended the public schools. When nearing man's estate he went to Milwaukee and entered the grocery house of his brother-in-law, John Dahlman. In 1858 he was sent to La Crosse, Wis., to settle up the affairs of a bankrupt store belonging to Mr. Dahlman, and at the suggestion, and with the backing of the older man, began a retail grocery business on his own account. This venture was a success from the start, and in time developed into one of the largest jobbing-houses in its line west of the Lakes. It was a matter of especial pride to the owner of this extensive business that his was the only grocery house of any importance in the Western country that kept its individuality as a firm and in name after all the others had become corporations. Some years ago the growth of his enterprise made a more commodious building necessary, and Mr. Hogan, with characteristic loyalty and tenderness toward his early benefactor, caused a bronze relief of John Dahlman to be made by Loredo Taft, of Chicago, and hung in the counting-room of the new store. Mr. Hogan did not confine his energies entirely to the grocery business, but for a few years, in the seventies, engaged in lumbering, and in this, as in all his business affairs, was successful. It was said of him that he was a born merchant. Without being in any sense of the word a "plunger," he had a keen instinct in sensing the profitable and safe side of a trade, and the courage to back up his convictions by making large financial ventures. If on the wrong side, he sold out and pocketed his loss

without regret. One instance of this phase of his character was his part in the early canal scheme of Sault Ste. Marie, where he finally was financially reimbursed and probably the only one of the men backing the project who ever realized anything from that investment. He was also, at various times, interested in local public service corporations, and was for years a director in the Batavian and in the Batavian National banks. Mr. Hogan was active in the municipal affairs of La Crosse, and during the years of 1875 and 1876 acted as mayor of that city. He was a life-long Democrat and took a prominent part in politics, both State and national. He served two terms in the assembly of Wisconsin, and in the last term, during the years 1891-92, was chosen speaker, a position which he filled with ability and dignity. In 1896 he was delegate-at-large to the National Convention at Chicago, which nominated William Jennings Bryan. He afterward espoused the platform of the Gold Democrats and helped to organize that branch of the party; and was returned to the Indianapolis Convention as a delegate-at-large, together with his associates at Chicago, General Bragg, Senator Vilas, and James G. Flanders. In 1900, however, convinced of Mr. Bryan's honesty and the justice of his views, Mr. Hogan became his warm personal friend and supporter. He was at one time a member of the Wisconsin Fish Commission, by appointment of Governor Peck, and discharged his duties as a labor of love, for his most intense interest was enlisted as an ardent sportsman. He took great pride in building up the State Fish Service, without ever accepting from the State either salary or even expenses, and continued to act in this capacity until ill health forced his retirement from all public life. Few men were better known throughout Wisconsin and the Middle Western States than James J. Hogan. He was a man of strong feelings, a loyal and dependable friend, and an uncompromising antagonist, but always just, clear-headed, and quick to sympathize even with an enemy. Gifted with far more than ordinary ability his wide interests and discerning intelligence made him active and conspicuous in numerous diverse connections. He was musical, fond of hunting and fishing, and a fine billiard player. He married 24 Dec., 1863, Amanda, daughter of E. Fox Cook, a prominent lawyer of Sheboygan, Milwaukee, and La Crosse, who served in the State legislatures of Michigan and Wisconsin. They had four children: John Dahlman Hogan, James Cook Hogan, Lucy M. Hogan, and Gertrude M. Hogan.

SHEVLIN, Thomas Leonard, lumberman and athlete, b. in Muskegon, Mich., 1 March, 1883; d. in Minneapolis, Minn., 29 Dec., 1915, son of Thomas Henry and Alice (Hall) Shevlin. On both sides of the family he was of Irish ancestry. His father was a native of New York State, but recognizing the opportunities offered by the Middle West, removed to Chicago, Ill., in 1879 and later to Minneapolis, where as a member of the firm of Hall and Shevlin Company, afterward the Shevlin-Carpenter Company, he began the erection of the largest sawmill in Minneapolis, and laid the foundation for the activities and enterprises the successful operation of which made him one of the most conspicuous figures in his line of business in the West. Thomas L. Shevlin was sent to the Hill School, at Pottstown, Pa., where he prepared for Yale College. While in school he excelled in athletics and stood well in scholarship. He made a record by throwing a twelve-pound hammer 189 feet, and was known as the strongest boy in the school. After four years spent in the Hill School, he entered Yale College as a freshman. His reputation as an athlete had preceded him, and, from the beginning of his notable Yale career, he attracted attention on account of his fine record in athletic work and sports. He was widely known as "Tom" Shevlin, all-round champion and probably best deserving of the title of Yale's greatest all-round athlete. He won his "Y" on three teams, track, football, and baseball. Only one other man in the history of Yale athletics has accomplished that feat. He played on the football eleven for four consecutive years, for three years being picked as all-American end, and in his senior year was its captain. During his college career Yale defeated Princeton University three times and Harvard University four times. He was known as a champion wherever football was played. Every fall he was accustomed to return to Yale just before the championship games with Princeton and Harvard, when he assisted in coaching the team. Twice he responded to emergency calls to be head coach and produced a team which defeated Princeton, accomplishing marvels by a combination of ability, boundless energy, and sheer force of magnetic personality. At the time of his death, Walter Camp, the noted Yale football authority, paid him the following tribute: "A sportsman, a leader, a friend, always at the front with a dominant personality that compelled attention and success. Into life as into football, he carried that personality and it stood him in good stead. He never faltered, but went straight ahead with a vigor that was compelling and yet with a sound judgment that brought its reward. Yale will miss him, football and sport will miss him, but above all a host of friends will feel a deep sense of personal loss that nothing can replace." In 1906 Mr. Shevlin left Yale and spent the next year and the next in the woods of the Northwest, studying lumber in its growth and the art of cutting. He then went into the office of Shevlin-Carpenter Company as his father's assistant, the name of the company being later changed to that of Shevlin-Carpenter and Clarke. In 1908 he became general manager of the Crookston Lumber Company. The elder Shevlin died on 15 Jan., 1912, and the young man succeeded to the presidency of all the companies of which his father had been president, and to the management of all the immense interests which he had controlled. These included the Shevlin-Carpenter and Clarke Company, the Crookston Lumber Company, the Libby Lumber Company, and many other business enterprises of great importance. Mr. Shevlin was well known in the East for his high repute as an athlete and in an incredibly short time he became as well known in the West for his remarkable business aptitude. In the four years in which he was at the head of the companies representing the Shevlin interests he displayed

the most unusual ability for executive management, while his grasp of great affairs, his handling of men, his contagious enthusiasm for work, made themselves felt by all who worked about him. He had inherited his father's gift of organization; he had vast determination and indomitable energy, and in a few years would have become one of the greatest figures in the financial and industrial world. His personality was tremendous and his optimism unquenchable; he was democratic in his friendships, liberal-minded, and generous-hearted; and while in college gave away hundreds of dollars to his poorer classmates, but his charities were always anonymous. He was devoted to the success of his companies, and had the rare business foresight to capitalize his brains and earning capacity by obtaining policies amounting to $1,000,000 life insurance in favor of his business partners identified with the Shevlin Company and the Shevlin-Hixon Company. Mr. Shevlin was succeeded as president of the Shevlin Company by Elbert L. Carpenter, formerly vice-president, and who also became president of the subsidiary corporations in which he was interested; and F. P. Hixon succeeded to the presidency of the remaining companies in which he was interested and Mr. Carpenter not interested. Mr. Shevlin was a member of the Minneapolis, Miinkahda, and Lafayette Clubs of Minneapolis, Town and Country Club of St. Paul, the Chicago Club, the New York Athletic Club, and the Yale Club of New York. On 1 Feb., 1909, Mr. Shevlin married Elizabeth B. Sherley, of Louisville, Ky. They had two children: Betty Brite Shevlin (b. January, 1911), and Thomas Henry Shevlin (b. in 1913).

PEARY, Robert Edwin, arctic explorer, discoverer of North Pole; rear-admiral, U. S. N. (retired), was born at Cresson, Pa., 6 May, 1856, the son of Charles and Mary (Wiley) Peary, whose families had long been engaged in the lumber industry in Maine. Before he was three years old his father died and his mother moved with her only child to Portland, Me., where he spent his boyhood days and received his early education. He was graduated from the Portland high school in 1873 and in 1877 from Bowdoin College. Here he excelled in outdoor sports, showed special aptitude in mathematics and engineering, won several scholarships, and stood second in a class of fifty-one. The two years following his graduation he spent at Fryeburg, Me., as a land surveyor, and for the next two years was connected with the United States Coast and Geodetic Survey in Washington. On 26 Oct., 1881, he entered the U. S. navy as a civil engineer with rank of lieutenant—served at the Navy Yard, Washington, D. C.; Key West, Fla.; the training station, Newport, R. I.; the Bureau of Yards and Docks, Washington; and at the League Island Navy Yard, Philadelphia. He first won distinction as an engineer by building a government pier in Florida which experienced engineers had pronounced impossible for the price specified by the Government. The work was completed by him for $25,000 less than the Government estimate. He was appointed assistant chief engineer of the Nicaragua Ship Canal Company in 1884-85, and engineer in charge of the Nicaragua Canal Surveys in 1887-88. During this time he invented a system of high lift rolling lock gates for the canal. A deep interest in everything pertaining to arctic exploration and a strong desire to explore the mysterious interior of Greenland led to his reconnaissance of the Greenland Inland Ice Cap east of Disco Bay, 70° N. lat. in 1886. He attained a greater elevation than had ever before been reached on the Inland Ice; penetrated a greater distance than any white man previously; attained for the first time the real interior plateau of unchanging snow; determined the ruling characteristics of the Inland Ice from border to interior; and secured an invaluable fund of definite practical knowledge and experience of actual ice cap conditions and necessary equipment, as well as a practical knowledge of arctic navigation and a familiarity with a considerable extent of the arctic coasts. All his leisure time for the next five years was devoted to studying the conditions of arctic exploration and making plans for his expedition of 1891. As chief of the Arctic Expedition of the Academy of Natural Sciences of Philadelphia, June, 1891, to September, 1892, to the Northeast Angle of Greenland (Independence Bay, 81° 37′ N. lat.) he determined the rapid convergence of the Greenland shores above the seventy-eighth parallel; delineated the hitherto unknown shores of Inglefield Gulf, and the imperfectly known shores of Whale and Murchison Sounds; discovered a large number of glaciers of the first magnitude; made the first accurate and complete record of the isolated and peculiarly interesting tribe of Arctic Highlanders; secured complete and painstaking meteorological and tidal observations; made a sledge journey which is unique in respect to the distance covered by two men without a cache from beginning to end, and in respect to the effectiveness with which those men were able to handle a large team of Eskimo dogs; discovered and named Melville Land and Heilprin Land, lying beyond Greenland; determined the northern extension and the insularity of Greenland, and delineated the northern extension of the great interior ice cap, for which he received the Cullom medal of the American Geographical Society, Patron's medal of the Royal Geographical Society of London, and a special medal of the Royal Scottish Geographical Society at Edinburgh. He was accompanied on this and subsequent expeditions by Mrs. Peary, who was the first white woman ever to winter with an arctic expedition. In 1893 he went north again for two years, this expedition resulting in the crossing of the Inland Ice Cap of North Greenland under a most serious handicap of insufficient provisions; the completion of the detail survey of Whale Sound; large accessions of material and information in connection with the Smith Sound Eskimos; the discovery in 1894 of the famous Iron Mountain, first heard of by Ross in 1818, and which proved to be three meteorites, one of them the largest known to exist, weighing ninety tons; and the bringing home of the two smaller of these interesting meteorites. At the winter quarters of this expedition, 12 Sept., 1893, Marie Ahnighito Peary was born. She has the distinction of being the most northerly

born white child in the world. An attempt to bring home the third and largest of the meteorites in the summer of 1896 proved unsuccessful, but another voyage north the following summer resulted in the meteorite's being secured and brought safely to the United States —thus making the group absolutely complete. This unique collection has since been acquired by the American Museum of Natural History in New York City. In January, 1897, at a meeting of the American Geographical Society, Peary made the first formal and public announcement of his plan to reach the North Pole, and in May of the same year was granted five years' leave of absence by the Navy Department for his arctic work. Meanwhile, Morris K. Jesup and other prominent men had become interested in the matter, and as a result the Peary Arctic Club was organized in the spring of 1898—the object of which was "to reach the farthest northern point on the Western Hemisphere." Under the auspices of this club Peary and his party left New York 4 July, 1898. He rounded the northern extremity of Greenland; reached the most northerly known land in the world (83° 39′ N. lat.) naming it Cape Morris K. Jesup; and in April, 1902, succeeded in getting as far north as 84° 17′, the highest north attained by man up to that time in the Western Hemisphere. On his return, in the fall of 1902, he was assigned to bureau work in the Navy Department at Washington, and in 1903 undertook a special mission abroad as president of a commission for study of barracks for seamen. Believing, however, that the Pole could be reached, he obtained leave of absence for another attempt. This expedition left for New York in July, 1905, in the "Roosevelt," a ship built by the Peary Arctic Club and specially fitted for work in the arctic regions. Peary broke all previous arctic records by attaining 87° 6′ N. lat. in April, 1906, leaving a distance of but 174 nautical miles yet to be conquered between his farthest and the Pole. Other results of the expedition were the determination of the unique glacial fringe and floeberg nursery of the Grant Land Coast; the traverse and delineation of the unknown coast between Aldrich's farthest west in 1876 and Sverdrup's farthest north in 1902. Tidal and meteorological observations were made, soundings taken in the Smith Sound outlet of the Polar Sea, also along the north coast of Grant Land, and samples of the bottom secured; the existence of considerable numbers of a new species of arctic reindeer in the most northern lands was determined; the range of the musk-ox widened and defined, and a new comparative census of the Whale Sound Eskimos made. Nothing daunted at his failure to reach the Pole, he immediately, on his return in October, 1906, began to make preparations for his eighth arctic expedition. After an unfortunate delay of a year due to failure of contractors to complete repairs on the "Roosevelt," he again sailed from New York, 6 July, 1908, on what proved to be his last and successful quest for the Pole. He proceeded northward to Kane Basin, through Robeson Channel, and established a winter base at Cape Sheridan, 5 Sept., 1908. The fall and winter months were spent in transferring from the "Roosevelt" to Cape Columbia supplies for the spring sledge trip toward the Pole; in making the equipments, sledges, harnesses, clothing, etc., for the journey; in hunting trips; and in tidal observations. The real work of the expedition began 15 Feb., 1909, with the departure of the first of the five detachments from the "Roosevelt" for Cape Columbia. Here they rendezvoused, and on 1 March the northern expedition, composed of 26 men, 19 sledges, and 133 dogs, left Cape Columbia. Four supporting parties were sent back from time to time, one after another, the fourth in command of Capt. Robert A. Bartlett, leaving Peary near the eighty-eighth parallel; from here, with Matthew Henson and four Eskimos, he made the final dash of 130 miles to the Pole in five days, reaching it 6 April, 1909. The journey from Cape Columbia to the Pole had been made in twenty-seven marches. Thirty hours were spent at and beyond the Pole, during which time traverses in various directions from the Pole were made and several observations taken. The trip back to Cape Columbia was completed in sixteen marches, the entire journey from land to Pole and back again—a distance of 826 miles—having occupied fifty-three days. The expedition returned to the United States in September, 1909. By a special act of Congress, 3 March, 1911, Peary was promoted to rank of rear admiral and given the thanks of Congress for his attainment of the North Pole. Other home and foreign honors awarded him for the attainment of the Pole are: The special gold medals of the National Geographic Society, Washington; Royal Geographical Society, London; Philadelphia Geographical Society; Peary Arctic Club; Explorers Club; City of Paris; Academie des Sports, Paris. The Hubbard gold medal, National Geographic Society; Culver gold medal, Chicago Geographical Society; Kane gold medal, Philadelphia Geographical Society. The gold medals of the Imperial German, Austrian, and Hungarian Societies; Royal Italian and Belgian Societies; and of the Geneva, Marseilles, and Normandy Societies. A special trophy from the Royal Scottish Geographical Society—a replica in silver of the ships used by Hudson, Baffin, and Davis; a special trophy of the Canadian Camp. The honorary degree of doctor of laws from Edinburgh University, Bowdoin College, and Tufts College. Peary was made grand officer of the Legion of Honor by the President of France in 1913. The above medals and testimonials, with others, are now in the National Museum at Washington. Since his discovery of the North Pole Peary has persistently urged an American Antarctic expedition. He strongly favors an attempt to solve the still unsolved problem of the Weddell Sea; the establishment and maintenance for a year of a scientific station at the South Pole for the purpose of continuous magnetic, meteorological, astronomical, and other scientific observations; and an American scientific expedition to study during three or four years the entire periphery of the Antarctic Continent. He is a strong advocate of national preparedness, and urges: (1) A fleet of sixteen thirty-five-knot battle cruisers, armed with sixteen-inch guns, eight on the Atlantic, eight on the Pacific, with all their accessories of destroyers, submarines, and hydro-aeroplanes (construction to

be begun at once and completed in three years), to put the navy of the United States in unquestioned second place among the naval powers of the world. (2) An air service commensurate with our importance and sufficient for our protection. A department of aeronautics, separate from and independent of both the army and the navy, its head a member of the President's Cabinet, in full and undivided control of a comprehensive aero coast defense system; of a system of aviation training schools, located in each of the principal geographical divisions of the country, and of the civil and commercial avenues of aeronautic usefulness. (3) A system of citizen military education and training similar to the systems of Switzerland and Australia. In 1913 Admiral Peary was appointed by the Aero Club of America as chairman of a committee to make a standard aeronautical map of the world and an efficient aeronautical map of the United States. He is devoting his entire time now to the establishment of an aerial coast defense system, and has offered Flag Island as a base for an aeronautical station in Casco Bay, Maine. A National Aerial Coast Patrol Commission has been formed, with Admiral Peary as its chairman. He is an honorary member of the Philadelphia Geographical Society; the American Alpine Club; National Geographic Society; Museum of Natural History, New York; New York Chamber of Commerce; the Pennsylvania Society; the Aero Club of America; and all principal home and foreign geographical societies, Phi Beta Kappa, Delta Kappa Epsilon, Fellow A.A.A.S. He was president of the American Geographical Society, 1903; president of the eighth International Geographical Congress, Washington, 1904; honorary vice-president of the ninth International Geographical Congress, Geneva, 1908; and of the tenth at Rome, 1913; was a United States Government delegate to the International Polar Commission at Rome, 1913; now secretary of the International Polar Commission; president of the Explorers Club; governor of Aero Club; chairman, National Aerial Coast Patrol Commission; and president of the Maine Aeronautical Association. He is the author of "Northward Over the Great Ice" (1898); "Snowland Folk" (1904); "Nearest the Pole" (1907); "The North Pole" (1910); and is a contributor to geographical journals and popular magazines.

GIBSON, Paris, manufacturer, b. in Brownfield, Me., 1 July, 1830, son of Abel and Ann (Howard) Gibson. His father was a farmer and lumberman, and held several public offices. On the paternal side he is a descendant from John Gibson who emigrated to this country in 1631, settling in Cambridge, Mass. One of his ancestors, Samuel Howard, was a member of the Boston tea party, which was active in the days preceding the war of independence. He was educated at Bridgton and Fryeburg Academies in Maine, and entered Bowdoin College in 1847, graduating in 1851. He then entered upon his business career as a flour maker in association with William W. Eastman, in Minneapolis. They built up a large and successful business, and in 1862 established the Star Woolen Mill in that city. Having failed as a woolen manufacturer, owing to the general business depression following the Civil War and the financial panic of 1873, he emigrated to Montana in 1879, then a sparsely settled State. Four years later he founded the city of Great Falls at the falls of the Missouri River. He availed himself of many of the opportunities which offered themselves to early settlers. He won practical triumphs of honor and utility, through his habits of industry, untiring zeal, and clear business ideas, and was chosen to fill many important public offices. In 1889 he was a member of the Montana Constitutional Convention, and for four years was a member of the State senate. He was chosen U. S. Senator from Montana in 1901, and while acting in this capacity tried to effect a change in the land laws that would enable actual settlers rather than speculators to acquire government lands. Mr. Gibson is deeply interested in the agricultural development of the State and has persistently urged an improvement in the methods employed in the semi-arid States. His entire career has been characterized by untiring industry, and conscientious, systematic, and thorough examination of business detail. In 1901 Bowdoin College conferred upon him the degree of LL.D. He was married, in 1859, to Valeria Goodenow Sweat, daughter of Jessy P. Sweat, who died 19 Aug., 1900.

Paris Gibson

HIXON, Frank Pennell, lumberman and banker, b. in La Crosse, Wis., 13 Oct., 1862, son of Gideon Cooley (1826-92) and Ellen Jane (Pennell) Hixon, daughter of Abraham Pennell, of Honeoye, N. Y. His father, a native of Roxbury, Vt., was a pioneer lumberman and capitalist of Wisconsin, a most generous and public-spirited citizen. He settled at La Crosse in 1856, organized the firm of Crosby and Hixon (later Hixon and Withee) and other lumber interests; was principal owner of the Listmen Flour Mill at La Crosse, and largely interested in the Hannibal Saw Mill Company at Hannibal, Mo., and the Glen City Saw Mill Co., Quincy, Ill. He was the organizer and, until his death, president of the La Crosse National Bank. He was Republican in politics and served several terms in the State senate. It was said of him: "As a citizen and neighbor, Gideon C. Hixon was one of the best where he lived. He was generous to a fault, liberal in public matters, his annual contributions mounting into the thousands. A sound financier, the advice he gave when sought was conservative and never biased." Frank P. Hixon attended the public schools of La Crosse, and later the Racine grammar school. In 1880, preferring a business to a professional career, he entered the employ of his father in the mills of G. C. Hixon and Company, at Hannibal, Mo. After

Frank L. Mann

...returned to Wisconsin and upon ... Lumber ... secretary. He was later president and manager of this company and resided in Merrill until 1893, when he removed to ... of Hixon and Company, ... Investment Company, and of Grand Rapids Pulp and Paper Company; is vice-president of Crookston Lumber Company, McCloud River Lumber Company, Shevlin-Carpenter Company, and La Crosse City Railroad Company, is a director of the Security National Bank of Minneapolis, the Minneapolis Linotian Mill Company, ...

...Con, a practical recognition of his advocacy of the Federal Reserve law as a vital factor in solving banking problems. Aside from his active business life, and by no means secondary to it, Mr. Hixon's greatest interest has been in the public good, and he has used every opportunity to aid his fellow citizens as a private individual rather than as the holder of any public office, a distinction which he always refused. He has made himself useful to the community in many ways, following his father's example in a liberal, practical way. He is president of the La Crosse Hospital Association, a trustee of the Young Men's Christian Association, and a ... has always been reckoned upon as foremost among the citizens of La Crosse in all activities for the upbuilding and betterment of ... city. Out of his own fortune he built ... in connection with the high school, and presented to the city a gymnasium, a swimming pool, and a complete manual training ... ial and sympathetic by nature ... His favorite ... married, in Highland ... Scott, of Merrill, Wis. They have ... dren, Dorothy, wife of Logan Clendening, Kansas City, Mo., and Ellen Josephine Hixon.

WEAN, Frank Lincoln, lawyer, b. in ... County, Ohio, 6 Aug. ... Eddy and Malvina (Belnap) ... age of five years he removed ... farm in Tuscola County, ... thus completing ... entrance to the University ... spirit of self-reliance ... characteristics of the man, ... his ... Albion, ... period he commenced the study ... office of R. J. Kelly, afterward ... ty.

of the circuit court. In 1885-86 he attended the law school of the University of Michigan ... after year as ad... Supreme Court of Michigan. During the same year he came to Chicago and entered the law office of Swett, Grosscup and Swett as a clerk. Leonard Swett and Peter S. Grosscup of this firm were both men of recognized ability, with an extensive practice. In 1887 Mr. Wean received a degree from the Union College of Law and was admitted to the bar of Illinois. About a ... year and ... half after his admission to the bar of Illinois ... and after a brief ... with ... ... of Illinois, and Mr. ... coming into the ... ... ited experience. Mr. Wean was ... that firm until the death of Leonard Swett in 1889; thereafter he remained the partner of Mr. Grosscup until the latter's appointment to the Federal bench in 1892. From that time until the enactment of the Bankruptcy Law in ... position, Mr. Wean's activities were almost ... firm of which he became a member had no business of the kind ordinarily intrusted to young lawyers. He has handled many litigated cases, first as an assistant, and later independently, and practically all of them have been matters of first importance. Also, before his appointment as referee in bankruptcy, he ... United States courts special ... cery to hear and determine ... any, West ... the Receiver of the National ... ... and the amount ... general practice he ... district, and ... This country's ... —has many ... coming before them are ... That their whole time for the last eighteen ... ars has been devoted to the work. Practically the entire administration of the bankruptcy cases of the Federal courts of this ... matters of almost every variety involved therein, is left, in the first instance, to these

two years he returned to Wisconsin and upon the organization of the T. B. Scott Lumber Company, of Merrill, Wis., in 1883, became its secretary. He was later president and manager of this company and resided in Merrill until 1893, when he removed to La Crosse. He is also president of Hixon and Company, of the Pioneer Investment Company, and of Grand Rapids Pulp and Paper Company; is vice-president of Crookston Lumber Company, McCloud River Lumber Company, Shevlin-Carpenter Company, and La Crosse City Railroad Company; is a director of the Security National Bank of Minneapolis, the Minneapolis Listrian Mill Company, and Pigeon River Lumber Company. He recently resigned his position as officer and director in several banks, in La Crosse and elsewhere, to become a director in the Federal Reserve Bank of Minneapolis at the time of its organization, a practical recognition of his advocacy of the Federal Reserve law as a vital factor in solving banking problems. Aside from his active business life, and by no means secondary to it, Mr. Hixon's greatest interest has been in the public good, and he has used every opportunity to aid his fellow citizens as a private individual rather than as the holder of any public office, a distinction which he always refused. He has made himself useful to the community in many ways, following his father's example in a liberal, practical way. He is president of the La Crosse Hospital Association, a trustee of the Young Men's Christian Association, and a member of various boards of charities. He has always been reckoned upon as foremost among the citizens of La Crosse in all activities for the upbuilding and betterment of the city. Out of his own fortune he built and equipped, in connection with the high school, and presented to the city a gymnasium, a swimming-pool, and a complete manual training-school. Genial and sympathetic by nature, Mr. Hixon's many splendid qualities and untiring efforts in behalf of others have made him one of the most popular men in La Crosse. He is a member of several clubs, among them the Chicago Club, Minneapolis Club, La Crosse Club, and La Crosse Country Club. His favorite recreation is golf. Mr. Hixon married, in Highland Park, Ill., 15 Dec., 1886, Minnie Louise Scott, niece of Thomas B. Scott, of Merrill, Wis. They have two children, Dorothy, wife of Logan Clendening, of Kansas City, Mo., and Ellen Josephine Hixon.

WEAN, Frank Lincoln, lawyer, b. in Williamsfield, Ashtabula County, Ohio, 6 Aug., 1860, son of Ira Eddy and Malvina (Belnap) Wean. At the age of five years he removed with his parents to a farm in Tuscola County, Mich., where he attended the district school and later the high schools of Caro and Corunna, thus completing his preparation for entrance to the University of Michigan. The spirit of self-reliance and independence, so characteristic of the man, manifested itself in his youth, and at seventeen years of age he was earning his own livelihood by teaching school during the winter months. From 1881 to 1885 he was principal of the high school at Alpena, Mich. During the latter part of this period he commenced the study of law in the office of R. J. Kelly, afterward Judge Kelly, of the circuit court. In 1885-86 he attended the law school of the University of Michigan at Ann Arbor, and in the latter year was admitted to the bar of the Supreme Court of Michigan. During the same year he came to Chicago and entered the law office of Swett, Grosscup and Swett as a clerk. Leonard Swett and Peter S. Grosscup of this firm were both men of recognized ability, with an extensive practice. In 1887 Mr. Wean received a degree from the Union College of Law and was admitted to the bar of Illinois. About a year and a half after his admission to the bar of Michigan, and shortly after receiving his license to practice in Illinois, Messrs. Swett and Grosscup asked him to become a member of their firm, and in the following year, 1888, the firm became known as Swett, Grosscup and Wean. At that time Leonard Swett was one of the most commanding figures at the bar of Illinois, and Mr. Grosscup was rapidly coming into the wide reputation which he afterward attained. Thus this invitation to become one of their firm proved an unusual opportunity for a young lawyer of such limited experience. Mr. Wean was a member of that firm until the death of Leonard Swett in 1889; thereafter he remained the partner of Mr. Grosscup until the latter's appointment to the Federal bench in 1892. From that time until the enactment of the Bankruptcy Law in 1898 he practiced alone, and since that time he has not been engaged in general practice. Before taking up the duties of his present position, Mr. Wean's activities were almost solely confined to equity cases. In fact, the firm of which he became a member had no business of the kind ordinarily intrusted to young lawyers. He has handled many litigated cases, first as an assistant, and later independently, and practically all of them have been matters of first importance. Also, before his appointment as referee in bankruptcy, he was on several occasions appointed by the United States courts special master in chancery to hear and determine such cases as Atlantic Trust Company of New York vs. The Peoria Water Company, West Chicago Park Commissioners vs. The Receiver of the National Bank of Illinois, and other cases wherein the issues involved were intricate and the amounts at stake large. In his general practice he established a reputation of which any man might well be proud; but it is as referee in bankruptcy that he has made a name which will be a distinct addition to the records of the Federal courts in Illinois. Shortly after the enactment of the Bankruptcy Law, and before its administration began, Mr. Wean was appointed one of the two referees for the Chicago district, and has filled that office ever since. This country's other great center—New York—has many referees in bankruptcy, each of whom devotes but a part of his time to that work. Chicago has but two; and the cases coming before them are so numerous, and the interests involved are in the aggregate so vast, that their whole time for the last eighteen years has been devoted to the work. Practically the entire administration of the bankruptcy cases of the Federal courts of this district, including the decision of litigated matters of almost every variety involved therein, is left, in the first instance, to these

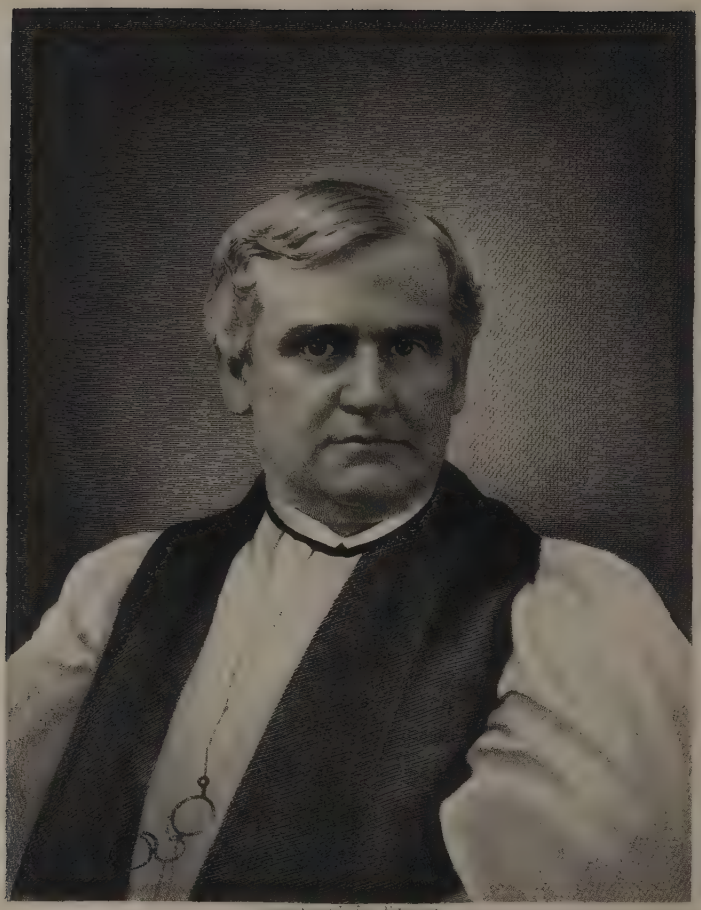
two referees. This work has demanded and has been worthy of the highest order of legal ability and judicial attainments; and it is speaking within bounds to say that during his eighteen years' service in that capacity, Mr. Wean has made a reputation that for fairness, thoroughness, and rigid fidelity has not been surpassed among the bankruptcy courts of the United States. When Mr. Wean assumed the duties of his position, the bankruptcy law was largely untried. The administration of bankrupt estates has always furnished to interested parties, and to a certain class of lawyers, a strong temptation to profit by impositions upon the court. To the administration of these estates such attempts at imposition are from the very nature of the matters in hand constant and insistent. To resist them requires clear thinking and a courageous adherence to his convictions. He has displayed these characteristics in a marked degree; and the record he has thus made has played no small part in giving to the bankruptcy courts a standing which has resulted in their becoming a permanent institution. Mr. Wean has an interesting personality. He commands the respect of all with whom he has dealings, and holds the lasting friendship of those who know him best. Although as firm as steel and as fixed as the "Rock of Gibraltar," especially when conditions demand a strict and uncompromising interpretation of the law, still there is a gentleness and flexibility in his nature, born of truth and right, which asserts itself at every opportune time, so that those who await his decisions cannot but feel that his efforts are wholly to carry out the spirit of the law and thus render justice to all concerned. His rugged honesty and loyalty to those with whom he associates is the keynote of his success. Probably no lawyer ever left his courtroom with the feeling that he had not been given a fair-minded, careful, and intelligent hearing. His executive abilities and judicial mind fit him admirably for the high office which he holds. Mr. Wean is a member of the Chicago Club, the Law Club, and the Exmoor Country Club; also of the Chicago Bar Association and the Illinois State Bar Association. He married in December, 1887, Bertha May Coombs, who died in 1916, leaving one daughter, Evangeline, wife of O. Dickinson Street, of New York City.

OCHS, Adolph S., journalist and publisher, b. in Cincinnati, Ohio, 12 March, 1858, son of Julius and Bertha (Levy) Ochs, who came from Germany in 1844. He received his education in the common schools of Knoxville, Tenn., and there, while still a schoolboy, in 1869-70, he was a newsboy and carrier, delivering newspapers to subscribers. In 1871 he was employed for a time as clerk in his uncle's wholesale grocery in Providence, R. I., and at the same time attended night school. The next year he was a druggist's apprentice in Knoxville. In 1872 he set out to learn the printer's trade, and four years later he became assistant to the foreman in the composing room of the Knoxville "Tribune." Mr. Ochs had now found his career, for a year later he joined the staff of the Chattanooga "Dispatch," and was practically in charge of the paper—at the age of nineteen. In 1879 he bought the Chattanooga "Times," of which he is still the owner. The "Tradesman," a trade publication for many years well known throughout the South, was established by him in 1879. It was through his efforts that the Southern Associated Press was established, and he became its president. At the time he entered upon these ventures Mr. Ochs was still a young man, but his tireless industry, his courage, his unusual abilities, already evident, had won for him many friends. They had confidence in him and were ready to aid him when he needed aid. For nearly twenty years he devoted all his attention to his Chattanooga publications. He won the confidence of the community, as he had won that of his friends. Chattanooga was then a small city, but he built up a very valuable newspaper property: he made the "Times" a leading paper of the State. Then he sought a broader field, and again his courage, his trust in himself, and the good opinions he had earned by demonstrated capacity were made manifest when in 1896 he acquired the control and management of the New York "Times." His aims and the principles that guided him have been set forth in his own words: "I thought there was an opportunity in this great city for a metropolitan newspaper conducted on ideal interior daily principles; a newspaper with all the news that's fit to print, honestly presented and fairly and intelligently interpreted; a newspaper for enlightened, thoughtful people; a newspaper conducted as a decent, dignified journal." As an interesting chapter in newspaper history, it is worth while to put on record here the story of Mr. Ochs' purchase of a controlling interest in the "Times," as it was told by him in an address before the National Editorial Association at its meeting in New York City on 21 June, 1916: "Now, right here I wish to make a statement, of interest to those of the curious who may wish to know how I came into possession of the controlling and majority interest of the New York 'Times.' I shall make no new disclosures, for the facts were not only known at the time, but widely published, and they are as follows: The George Jones Estate sold, in 1893, the name and good will of the New York 'Times' for one million dollars, cash, to the New York Times Publishing Company, a company made up largely of a number of very well-known men, actuated by the highest motives to preserve the 'Times' as an independent Democratic newspaper. The panic of 1893 and insufficient capital proved too great a burden, and the company came to grief in 1896. It was then I became acquainted with the situation and was encouraged to grapple the problem that many well-known and experienced publishers declined to tackle. Perhaps it was a case in which fools rush in where angels fear to tread. Part of the simile is true, for I certainly had no 'angel' with me. I organized a company under a new charter—the present New York Times Company—with 10,000 shares capital stock (par value $100.00) and $500,000 five-per-cent. bonds; took up the million dollars of stock of the old company by giving in exchange 2,000 shares of the new company; paid the debts of the old company dollar for dollar with $300,000 of the five-per-cent. bonds; and with some difficulty the remaining $200,000 of bonds I sold at par for cash by giving to every pur-

chaser of a $1,000 bond 15 shares of stock as a bonus. I subscribed for $75,000 of the bonds and received 1,125 shares of stock as a bonus, and—as was stipulated in the articles of the organization plan—I received 3,876 shares of the capital stock as compensation when three years after its organization the company was placed on a paying basis. The value placed on the shares shortly after I assumed the management was indicated by a sale of some of them at ten cents on the dollar. So in this way I acquired the control, the majority stock of the New York Times Company (5,001 shares) as the result of my work and the investment of $75,000 in its bonds. And this majority and controlling interest, somewhat increased, I now own and possess, free, clear, and unencumbered in any shape, form, or fashion. Adding to my interest the shares held by others, there is nearly ninety per cent. of the capital stock of the New York Times Company owned in the office of the 'Times' by persons solely employed in producing the 'Times.'" The growth and development of the "Times" in the first twenty years of Mr. Ochs' management furnish the best measure of his genius and capacity as a newspaper publisher. The circulation of the paper at the time he assumed its management, with the opportunity to make his way to the ownership of a majority of the shares of the company, was about 10,000 copies daily, and its advertising was correspondingly moderate in volume. It owned no real estate and its mechanical plant was of no great value. In June, 1916, when he made the statement above quoted, the "Times" had a circulation exceeding 325,000 copies per day; there were more than 1,200 employees on its pay roll; it consumed an average of 100 tons of white paper every day and one ton of printer's ink; it had an investment of over $4,000,000 in real estate and one million dollars' worth of printing machinery. When Mr. Ochs became the publisher of the "Times" it occupied its old quarters in the Times Building, then so called, at 41 Park Row, upon which site its business had been carried on since 1857. At the end of the year 1903 the plant and offices were transferred temporarily to 32 Park Row, pending the erection of the new Times Building in Times Square, the name given by the City Government to the open space along Broadway and Seventh Avenue between Forty-second and Forty-seventh Streets. In this new home, a building twenty-five stories high, one of the most beautiful in the city, the "Times" was installed on 1 Jan., 1905. When this building was erected it was thought that ample provision had been made for the needs of the paper for an indefinite number of years to come, but it was found that the facilities of the pressroom were not adequate for the issue of an edition much exceeding 200,000 copies daily, and the circulation of the "Times" had already passed that figure when, in 1911, a plot of land was purchased with a front of 143 feet on Forty-third Street near Times Square, on which the Times Annex Building, a structure of eleven stories entirely devoted to the use of the "Times," was erected, and to this new home, the third in Mr. Ochs' administration, the business was removed in February, 1913. Three years later, as a provision for future expansion, an additional plot of land was purchased, with a frontage of 100 feet on Forty-third Street, adjoining the Annex Building on the west side. The business of a large modern newspaper includes many branches undreamed of by Benjamin Franklin. One of these is the picture supplement, now so generally issued with Sunday editions in the chief cities of the country. A supplement containing photographic illustrations in half-tone had been already for some years issued by the "Times" when, in 1913, Mr. Ochs bought and installed the first rotogravure press used by any American newspaper. Of these presses the "Times" now has half a dozen. By this process photographic reproductions are printed from a copper cylinder, replacing the old flat-press method, thus making possible much greater speed in the presswork to meet the requirements of a Sunday newspaper of large circulation; and pictures of a far higher degree of delicacy, depth, and beauty are produced by the process. This was but one of the evidences of Mr. Ochs' genius for advancing the art of newspaper making. The "Times," under his management, has put forth several associated publications, like satellites revolving around the central luminary. In 1896 the Saturday Review of Books and Art was established, devoted to literary and art news and criticism. It was for several years issued with the Saturday morning edition of the paper, but later became a part of the Sunday edition. The "Annalist," a weekly financial review of affairs in the money market, the banking and investment field, appeared in 1911. The "Times" also publishes a very complete classified index, making possible ready reference to any editorial or news article printed in its columns. The European War furnished the occasion and the material for two new publications, the Mid-Week Pictorial, and the Current History. From the very beginning of the war, in August, 1914, the "Times" received every week a large number of photographs illustrating war scenes, far more than could be used in the Sunday Supplement. To meet the public demand for war pictures the Mid-Week Pictorial was established, containing many pages of reproductions of war photographs in rotogravure. Issued from the "Times" office, but sold separately, it has become an established publication. The Current History was the outcome not only of the war, but of a discovery, or, rather, of a demonstration. When the several belligerent powers published the diplomatic correspondence that immediately preceded the outbreak of hostilities, the letters of the ministers, ambassadors, and secretaries of foreign affairs were printed as a part of the day's news by the "Times" and other American newspapers. Mr. Ochs conceived the idea of assembling this mass of dispatches in one publication as a convenient reference manual for the information and use of multitudes of Americans who were eager to gain exact knowledge upon the question of responsibility for the war, then much discussed. They were, indeed, a multitude. Of the pamphlet called the "White Papers," containing this official correspondence, the "Times" printed and sold over 200,000 copies. The dispatches of diplomats are not reading for the mindless, and the very wide-

spread demand for the "White Papers" was another demonstration of the soundness of the belief and principles upon which the "Times" itself had risen to its high place in American journalism—the conviction that there is a vast intelligent public interested in the serious things of this world and always appreciative of the efforts of those who serve its need. The Current History, first issued in the beginning of the year 1915, appearing as a monthly magazine, and semi-annually as bound volumes, is a compilation not only of official documents and correspondence, but it has printed also the public utterances of statesmen of all the powers at war, the addresses of organized bodies, such as the German university professors, the chief documents of the great propaganda on both sides, as well as the writings of private individuals, notable press comments, all constituting a running history of the war, with accounts of its progress in text and maps. Again Mr. Ochs showed himself to be a sure judge of the public need and desire, for the Current History has come into high favor as a storehouse of information about the war from the beginning. Although Mr. Ochs was the proprietor and publisher of the Philadelphia "Times" from May, 1901, when he purchased the property, until he decided to discontinue its publication, and also the principal owner of the Philadelphia "Public Ledger" from July, 1902, until he sold his controlling interest in 1912, his energy and attention have been almost exclusively directed to the New York "Times," his Chattanooga paper having been managed by his brother, Milton Ochs, while his brother, George W. Ochs, was the publisher and manager of the Philadelphia "Public Ledger." Mr. Ochs' ambition and ideals of the making of a newspaper, as formulated early in his career, have been faithfully applied in the development of the New York "Times." He said in an address before the National Editorial Association in St. Paul, Minn., in June, 1891, that the day of the newspaper as an organ was passing: "The people, as they gain culture, breadth of understanding, and independence of thought . . . more and more demand the paper that prints a history of each day without fear of consequences, the favoring of special theories, or the promotion of personal interests." The "Times" has been conducted in accordance with this principle. Although usually described as an independent Democratic newspaper, it is bound to no party, is independent in no limited sense of the word. It supported Republican candidates for the presidency against Mr. Bryan in his three campaigns. As it is pre-eminently a newspaper it treats both parties with equal fairness in its reports of political campaign activities and utterances. So far as it is possible and necessary to give "All the News that's Fit to Print," Mr. Ochs strives to apply the principle embodied in that motto of the paper, printed every day at the head of its columns. In its zeal for the presentation of the day's news from all parts of the world and its independence of political or other influences, in its fairness and candor, in its avoidance of sensationalism and in its standard of conduct it reflects his newspaper ideals and bears the impress of his character.

JONES, Walter Clyde, lawyer, b. in Pilot Grove, Ia., 27 Dec., 1870, son of Jonathan and Sarah (Buffington) Jones. Through both his parents he is descended from families whose earliest representatives came to this country in the early part of the eighteenth century, his father's family being of Welsh origin. His father was a Quaker, born in Ohio, who removed to the southeastern section of Iowa in 1833 and, taking up a government land claim there, founded the town of Pilot Grove. As a boy, Mr. Jones acquired his elementary and grammar school education in the public schools of Keokuk, Ia., in which community his parents had settled when he was three years of age. After graduating from high school, he entered the Iowa State College, taking the full course in electrical engineering. When he was graduated, in 1891, he headed the honor list of all the graduates up to that time. For some time immediately after he was engaged in designing machinery and installations for electrical apparatus, assisting in fitting out the iron mines of Michigan with the first electric lamps ever employed in mines. On coming to Chicago, he attended the evening classes of the Chicago College of Law. During the day he gained his living as an electrical expert, serving often as witness in court cases involving technical knowledge of electrical engineering. In 1893 he was awarded a prize by the "Electrical Engineering Magazine" for an essay on "Electricity at the World's Fair," which was only the first of many contributions of a similar nature to trade and professional journals. One of these articles, "The Evolution of the Telephone," is still considered a classic on that subject and has been many times republished. In 1894 he graduated from the Chicago College of Law, then continued his studies at the Lake Forest University, from which he graduated a year later with the degree of LL.B. In the year following he began practicing law in Chicago. Not long afterward he formed a partnership with Keene H. Addington; since then two other partners have been admitted, and the firm is now known as Jones, Addington, Ames and Seibold, with offices in both Chicago and New York, its specialty being corporation law, the firm being counsel for a number of large corporations. Mr. Jones is also retained largely in cases involving technical points in electricity. In 1898 he was counsel for the automobile companies in contesting the ordinance of the Board of Commissioners of South Park, in Chicago, excluding automobiles from the boulevards and parks on account of the danger from frightened horses. After a protracted and bitter fight through the courts, Mr. Jones succeeded in having the ordinance declared void. This was the first decision in which the rights of the automobiles on the streets and highways were established. Very early in his career Mr. Jones began to take an active interest in public affairs and became asssociated with the Republican party. In 1899, during the Fall Festival in Chicago, he acted as chief aide to President McKinley, being in charge of the arrangements for the President's reception. In 1900 he filled the same position during the Grand Army encampment. He has always



Phillips Brooks

busy speaker in all State and ... party and frequently ... and high school ... speaker he is ... degree of ... carries conviction to his audiences. In 1906 ... member of the Chicago ... until his election as State senator from Hyde Park district in 1906. In 1910 he was re-elected. In the special session of 1908 he ... ment of the first direct primary law in Illinois, and when this law was declared unconstitutional by the Supreme Court, he re- ... and led the fight in the legislature which resulted in the re-enactment of the law. He is also the author of the law limiting the labor of women to ten hours a day. During 1909-11 he was floor leader in the senate. His efforts in behalf of progressive legislation, including movements for the reform of the civil service and the enactment of rules for reforming legislative procedure, has been highly commended by the independent press of the State. After the development of the insurgent ... Republican party, Mr. Jones became affiliated with the Progressive and is now one of the prominent leaders of that party in the State of Illinois. In 1912 he was ... Mr. Jones is a member of the Franklin Institute of ... of the American Society of Mechanical Engineers, and is ex-president of the Chicago Electric Association. Mr Jones is looked upon as one of the most promising young political leaders in the Middle West today. Though his early associations were with the politicians of the old school, he ... is distinctly interested in his views ... progressive legislation should not be allowed to lag behind the constantly changing economic conditions of the country. Country, rather than party, have his primary interest, and the welfare of the former he places far above that of the latter in any matter where ... is a man of broad interests, having traveled and observed extensively. In legal circles he is quite as well known in New York as in the Middle West and his aspect is decidedly national in scope. Together with his partner, K. H. Addington, he wrote "Jones and Addington's Annotated Statutes of Illinois" and the "Encyclopedia of Illinois Laws." The two collaborators are also the editors of the "Appellate Court Reports of Illinois." Mr ... is also treasurer and a director of the ... Manufacturing Company and a director of the Stromberg Electrical Company and the Dean Auto Devices Company. He is president of the National Alumni Association of the Iowa State College and a ... of the Chicago Law Institute, Association ... Chicago Bar Association, ... In 1896 Mr. Jones married Emma, daughter of William O. Boyd, of Paulina, Ia. ... sons and one daughter. Walter ... once ... and Helen Gwendolyn Jones.

BROOKS, Phillips, Episcopal bishop, b. in Boston, Mass., 13 Dec., 1835; d. there, 23 Jan., 1893, son of William Gray and Mary Ann (Phillips) Brooks. He was, as Dr. Brasnine generations of cultured Puritan stock," being descended through a long line of American ancestors noted for culture, learning, wealth, and high social position. His father ... not inclined to an outward expression of emotion. It was probably from his mother that he inherited the ... ized his later career. Possessed of ... means, as well as high social position, his parents accorded him every educational advantage attainable, while his mother devoted a great deal of her attention to exercising those home influences which contribute quite as much to the development of character as academic teaching. Young Brooks was educated at Boston's famous Latin School, where much emphasis was placed on the teaching of English composition and the ancient classics. Later he entered Harvard University where "his record as a student," says one of his biographers, "shows that he possessed the capacity for exact scholarship, but also that he had no ambition to maintain a high rank in his class. He took his college course easily, standing thirteenth in a class of sixty-six. He gave the impression of one who was not obliged to drudge in order to master his studies." At this time he gave no indication of being an orator; in later life, when his powers as an eloquent preacher began attracting attention, none were more surprised than his classmates. It was as a writer rather that he excelled in college and the occasional papers ... from a literary standpoint. He ... the Latin ... college professorship. But he was essentially not a school teacher ... a gentle, amiable disposition, he found himself unable to maintain discipline among the turbulent boys ... dria, Va., probably under the influence of his mother, a woman of ... religious convictions. Obviously he ... must have been taken very seriously, for ... entering the seminary young Brooks had ... received confirmation in the Episcopal ... This ceremony was not performed ... of the ... home he was not very ... with this new institution of learning ... serious doubts whether it will be ...

been a busy speaker in all State and national campaigns of his party and frequently delivers addresses at college and high school commencements. As a speaker he is possessed of a high degree of eloquence and always carries conviction to his audiences. In 1906 Mr. Jones was a member of the Chicago Charter Convention which drafted the proposed charter for the city. He was one of the founders of the Legislative Voters' League and was actively identified with the organization until his election as State senator from Hyde Park district in 1906. In 1910 he was re-elected. In the special session of 1908 he introduced and lead the fight for the enactment of the first direct primary law in Illinois, and when this law was declared unconstitutional by the Supreme Court, he re-wrote it to meet the objections of this tribunal and led the fight in the legislature which resulted in the re-enactment of the law. He is also the author of the law limiting the labor of women to ten hours a day. During 1909-11 he was floor leader in the senate. His efforts in behalf of progressive legislation, including movements for the reform of the civil service and the enactment of rules for reforming legislative procedure, has been highly commended by the independent press of the State. After the development of the insurgent movement within the Republican party, Mr. Jones became affiliated with the Progressive and is now one of the prominent leaders of that party in the State of Illinois. In 1912 he was Progressive candidate for governor. Mr. Jones is a member of the Franklin Institute of Philadelphia, of the American Society of Mechanical Engineers, and is ex-president of the Chicago Electric Association. Mr. Jones is looked upon as one of the most promising young political leaders in the Middle West today. Though his early associations were with the politicians of the old school, he is distinctly advanced in his views and believes that legislation should not be allowed to lag behind the constantly changing economic conditions of the country. Country, rather than party, have his primary interest, and the welfare of the former he places far above that of the latter in any matter where the two may be at variance. Personally he is a man of broad interests, having traveled and observed extensively. In legal circles he is quite as well known in New York as in the Middle West and his aspect is decidedly national in scope. Together with his partner, K. H. Addington, he wrote "Jones and Addington's Annotated Statutes of Illinois" and the "Encyclopedia of Illinois Laws." The two collaborators are also the editors of the "Appellate Court Reports of Illinois." Mr. Jones is also treasurer and a director of the Benjamin Electric Manufacturing Company and a director of the Stromberg Electrical Company and the Dean Auto Devices Company. He is president of the National Alumni Association of the Iowa State College and a member of the Chicago Law Institute, American Bar Association, Chicago Bar Association, and of the Civic Federation. In 1896 Mr. Jones married Emma, daughter of William O. Boyd, of Paulina, Ia. They have two sons and one daughter: Walter Clyde, Clarence Boyd, and Helen Gwendolyn Jones.

BROOKS, Phillips, Episcopal bishop, b. in Boston, Mass., 13 Dec., 1835; d. there, 23 Jan., 1893, son of William Gray and Mary Ann (Phillips) Brooks. He was, as Dr. Brastow expressed it, "the consummate flower of nine generations of cultured Puritan stock," being descended through a long line of American ancestors, noted for culture, learning, wealth, and high social position. His father was a typical merchant, solid, practical and not inclined to an undue expression of emotion. It was probably from his mother that he inherited the imagination, the spiritual fire, and the intense idealism which so characterized his later career. Possessed of ample means, as well as high social position, his parents accorded him every educational advantage attainable, while his mother devoted a great deal of her attention to exercising those home influences which contribute quite as much to the development of character as academic teaching. Young Brooks was educated at Boston's famous Latin School, where much emphasis was placed on the teaching of English composition and the ancient classics. Later he entered Harvard University where "his record as a student," says one of his biographers, "shows that he possessed the capacity for exact scholarship, but also that he had no ambition to maintain a high rank in his class. He took his college course easily, standing thirteenth in a class of sixty-six. He gave the impression of one who was not obliged to drudge in order to master his studies." At this time he gave no indication of being an orator; in later life, when his powers as an eloquent preacher began attracting attention, none were more surprised than his classmates. It was as a writer rather that he excelled in college and the occasional papers which he prepared for the college societies to which he belonged were considered of a high order of merit from a literary standpoint. He graduated from Harvard in 1855, when not quite twenty years old, and immediately obtained an appointment as usher, or subordinate teacher, in the Latin School. At this time the thought of entering the ministry had not yet presented itself to him. He had planned for himself the career of a teacher. After gaining some preliminary experience in the Latin School, he proposed to go abroad and there, by further study, fit himself for a college professorship. But he was essentially not a school teacher. Of a gentle, amiable disposition, he found himself unable to maintain discipline among the turbulent boys who were placed under his charge. After several months of hopeless effort he resigned, acknowledging his defeat. His chagrin was very deep, for he made no further attempts to teach. After a short period of uncertainty he entered the Episcopal Theological School in Alexandria, Va., probably under the influence of his mother, a woman of intense religious convictions. Obviously the decision must have been taken very suddenly, for on entering the seminary young Brooks had not yet received confirmation in the Episcopal Church. This ceremony was not performed until the close of the first year. According to the letters he wrote home he was not very well pleased with this new institution of learning. "I have serious doubts whether it will be worth while for me

to come back here for two more years," he wrote to his father, "whether it won't be better to study at home, if this is really the best seminary in the country. . . . All that we get in the lecture and recitation rooms I consider worth just nothing. . . . It is the most shiftless, slipshod place I ever saw." Nevertheless, here he stayed for his full course, but the faults of the institution caused him to place more reliance on his own initiative and to work for himself. Probably this self-education which he felt forced on him did much to develop independence of mind and habits of solitary thought and study, the habit of free investigation and diligent reading, which were of great value. This lack in the institution also caused the students to assist each other and criticize each other's work as they would not have done in a more perfectly regulated institution. It was just the sort of place in which a youth of independent mind could best develop. The late Dr. W. N. Clarke said of young Brooks: "In the three years that he spent there his first conscious and well-directed work was done. The seminary was so little absorbing that he took his own way, and it was the way of reading. His reading was enormous in amount and very wide in range." Here it was that he began a practice which he retained as a habit for the rest of his life. He always carried with him a note book; one part he devoted to noting down the thoughts he heard expressed by others which he thought worth remembering, while in another part he jotted down his own thoughts. This latter section was by far the most voluminously written. In his senior year he began to preach; he and another student took charge of a small mission at Sharon, three miles distant. His first attempt was an abject failure, apparently as disastrous a defeat as his first attempt at teaching. But this time he did not retire from the field. "Try again," was the most comforting criticism he could obtain from his fellow student. And try again he did. After a few more attempts he found himself, and there is no further record of failure. Toward the close of the year two strangers appeared in his congregation one Sunday and listened to his sermon very attentively. He was very nervous, for he was not used to attracting such close attention. After the service the strangers sought an interview with him and stated their business. They were a committee from a large Philadelphia church which had come down to judge him. Without further remark they invited him to become the pastor of the Church of the Advent, in Philadelphia. He accepted the call and entered upon his new duties the following June, in 1859. For two and a half years he remained with this church, then went over to the Church of the Holy Trinity, where he remained seven and a half years. He was then called to Boston, his native city, where he became minister of Trinity Church, a charge he held for twenty-two years. By this time he had already begun to attract wide attention by his developing powers. At the outbreak of the Civil War, in 1861, he threw himself with overwhelming enthusiasm into the support of the Union cause. The stirring times and events seemed to awaken his powers. His patriotic sermons, in favor of the Union and against slavery, stirred the young men of his parish. Before the war the Episcopal Church had attempted to maintain a neutral attitude in regard to slavery, as being a political question. But young Brooks would have none of this policy. Through his influence, more than through any other, this reactionary attitude on the part of the Church changed and she was brought into full sympathy with the government. On the assassination of Lincoln, Brooks preached a eulogy of the great President, which still stands as one of the great orations brought forth by the war. It attracted national attention to the young preacher; he was then not more than twenty-nine years of age. When he entered upon his ministry in Boston, in 1869, he was already famous all over the country; his Boston congregation built him the church at a cost of over a million dollars. And now he began to be spoken of on the other side of the Atlantic. He was invited to preach in Westminster Abbey and, finally, before the Queen. The sermon on this latter momentous occasion was "A Pillar in God's Temple." In 1872 his church was destroyed in the great Boston fire, and then, for four years, he preached in Huntington Hall. Those four years mark a distinct epoch in his career. The hall, being more centrally situated than his church had been, was soon thronged beyond its capacity, morning and afternoon. "No courses of lectures on literature, art, or science," says one of his biographers, "with which this hall was associated ever witnessed a greater audience. This was the case Sunday after Sunday, till people became accustomed to it." Here it was that Principal Tulloch, of the University of Aberdeen, Scotland, heard him, in 1874, preach the sermon entitled, "The Opening of the Eyes," and then, writing to his wife, said: "I have never heard preaching like it. So much thought and so much life combined; such a reach of mind and such a depth and insight of soul. I was electrified. I could have got up and shouted." Another important epoch of his Boston life was his lecturing to the students of the Yale Divinity School. Here he delivered some of his most immortal lectures, later published and translated into French and read by ministers to this day of every denomination. His ministry to the students of Harvard University also stands out significantly. His voice was often heard in Appleton Chapel and in the Episcopal Theological School of Cambridge. Of all the preachers who were invited to speak before the student body, he was by far the most popular and always brought forth a full attendance. The influence which he wielded over the Harvard students was symbolically portrayed when, on the occasion of his death, his body was borne to and from Trinity Church, where the services were held, on the shoulders of Harvard students. Among the substantial tributes given to his memory is the Phillips Brooks House, at Harvard College. The fund for it was started by the class of 1855, his own class, and it was swollen, not only by thousands of graduates, but by admiring friends abroad. On the tablet in the central hall is the inscription: "A preacher of righteousness and hope, majestic in stature, impetuous in utterances, rejoicing

in the truth, unhampered by bonds of church or station, he brought by his life and doctrine fresh faith to a people, fresh meaning to ancient creeds; to this university he gave constant love, large service, high example." In April, 1891, less than two years before he died, he was made Episcopal Bishop of Massachusetts. It is almost impossible to overestimate the high place that Bishop Brooks occupies in the history of the American Church and clergy, regardless of denomination. In comparing him to that other great divine, Henry Ward Beecher, Dr. Lyman Abbott says: "I should describe Phillips Brooks as the greater preacher, but Mr. Beecher as the greater orator." "It is not difficult," says Dr. Lewis O. Brastow, in his "Representative Modern Preachers," to fix at the outset upon what is most distinctive in the character of Phillips Brooks. It is the breadth and wealth of his humanity. Using the term in a somewhat comprehensive sense, he may be called the great Christian humanist of his generation. He came to the world with a great human soul and he bent all his energies to the task of interpreting and ennobling human existence. . ... He was not an ecclesiastic. He was indeed loyal to his church, but he was free from many of its limitations. He had but scant respect for an institutional Christianity that does not recognize the kingdom of God as broader than the church. He regarded the dogma of apostolic authority as a fiction." His sermons were distinguished for the depth of their insight and the variety of their thought, the beauty and simplicity of their diction and the earnestness of their spirituality. His method of delivery attracted wide attention and was noted for its rapidity and fervency. But striking as is the form of his sermons, it is their subject matter which makes them still read, by students and by the general public as well. They are essentially vital, dealing not with abstract doctrines, but with life itself. They express the opinions, the judgments, and the ideals of a man who was alive in his every fiber, full of enthusiasm and loving humanity. They are alive with his personality. In his "Lectures on Preaching" (New York, 1877), delivered before the Yale Divinity School, he has given his most thoughtful estimate of preaching and revealed the methods which he himself followed. The volumes of sermons which became most noted were "The Candle of the Lord and Other Sermons"; "Sermons Preached in English Churches" (1883); "Twenty Sermons" (1886); and "The Light of the World and Other Sermons" (1890). These were published before his death and were finally revised by his own hand. The other volumes, "Sermons for the Principal Festivals and Fasts of the Church Year," and "New Starts in Life" were collected and printed after his death. He also wrote several Christmas and Easter Carols and many magazine articles.

McADOO, William Gibbs, lawyer and Secretary of the Treasury, b. near Marietta, Ga., 31 Oct., 1863, son of William Gibbs and Mary Faith (Floyd) McAdoo. He attended the University of Tennessee, but left before graduation to pursue the study of law. He was admitted to the bar, in 1885, at Chattanooga, Tenn. Removing to New York City in 1892, he formed a law partnership with William McAdoo, who had been Assistant Secretary of the Navy. He became interested in the transportation problem presented by the unique location of New York City, and concluded that it could be solved only by diverting the stream of traffic latterly out of the city, thus relieving the tremendous congestion north and south. Accordingly he revived the idea of a tunnel under the Hudson River, which had been considered as early as 1874 by DeWitt Clinton Haskin, and abandoned after disastrous experiments. In 1902 he organized the New York and Jersey Railroad Company, purchased the old tunnel begun by Haskin, and evolved the plan for the present Hudson Tunnel System, which was built and put into successful operation under his direction. The financing of the enterprise was especially difficult because of the panics of 1903 and 1907, but Mr. McAdoo was successful in overcoming all obstacles. The first tunnel, which was that running from Hoboken, N. J., to Nineteenth Street and Sixth Avenue, New York, was opened by Mr. McAdoo 25 Feb., 1908, and the downtown section, running from the Pennsylvania Railroad Station, Jersey City, to the Hudson Terminal, New York, 19 July, 1909. The Transverse Tunnel, under the New Jersey shore, connecting terminals in Jersey City and Hoboken, and touching all the important railway lines, was inaugurated 2 Aug., 1909. The chief engineer was Charles M. Jacobs (q.v. for details of tunnel). Politically, Mr. McAdoo is a Democrat. He has always been active in the cause of good government, but held no political office until his appointment as Secretary of the Treasury by President Wilson in 1913. He had previously worked for the latter's nomination and election, being vice-chairman and acting chairman of the national committee during the greater part of the campaign of 1912. Soon after taking office the difficult problems connected with the currency legislation presented to the special session of Congress occupied his attention. Mr. McAdoo had an important part in the formulation and creation of the Federal Reserve System, authorized by the Act of Congress approved 23 Dec., 1913. In the summers of 1913 and 1914, before the Federal Reserve Act was placed in operation, Secretary McAdoo devised plans to facilitate the movement and marketing of crops by depositing large amounts of government funds directly in the banks in the agricultural sections of the country where they were needed, thus preventing the stringency that previously had characterized the crop-moving seasons, and releasing adequate credit to farmers, merchants, and business generally, at reasonable rates of interest. Mr. McAdoo is the first Secretary of the Treasury to require the national banks of the country to pay interest on all government deposits, thereby earning for the national treasury several millions of dollars for the use of the government's money by the banks. At the outbreak of the European War, when foreign exchange was disorganized, credit facilities destroyed, and shipping practically suspended, the prompt and vigorous action of the Secretary in handling the financial situation quickly

restored confidence and credit facilities and averted a possible financial panic. The Secretary inaugurated and is directing a movement to create stronger and closer financial and commercial relations between the United States and Latin America. For this purpose the Secretary suggested the holding of the First Pan-American Financial Conference, which met in Washington in May, 1915. As a practical instrument to carry forward the aims of the conference, the republics of the Western Hemisphere have created the International High Commission, of which Secretary McAdoo is president. Mr. McAdoo has married twice: first, 18 Nov., 1885, Sarah Hazelhurst Fleming, of Chattanooga, Tenn., who d. in February, 1912; second, at Washington, D. C., 7 May, 1914, Eleanor Randolph Wilson, daughter of President Woodrow Wilson.

CHAPIN, Charles Augustus, capitalist, b. in Edwardsburg, Mich., 2 Feb., 1845; d. in Chicago, Ill., 22 Oct., 1913, son of Henry Austin and Ruby (Nooney) Chapin. His earliest American ancestor was Deacon Samuel Chapin, who emigrated to this country from Paigntown, England, in 1635, and founded the city of Springfield, Mass. After completing his studies he entered active life in the employ of his father, in Niles, Mich. By industry and good investment he accumulated sufficient means and information to establish himself in business, and in 1885, in association with James du Shane and Andrew Anderson, he purchased the electric company in South Bend, Ind. The enterprise prospered through successive years; he later acquired the Buchanan property, and then co-operated with the Eastern syndicate in developing the Elkhart and Twin Branch plant. The perfecting of an electrical system by which the water power of the St. Joseph River could be utilized was Mr. Chapin's constant thought for several years. He felt sure of its ultimate success; formed the Indiana and Michigan Power Company, which financed the electrification of the St. Joseph River. The system was completed shortly after his death at a cost of more than $1,000,000. He had frequently expressed the wish that he might live to see the work completed, for he always felt that he owed a debt of gratitude to the St. Joseph Valley, the place of his birth. Mr. Chapin financed the construction of dams, at Berrien Springs, Hen Islands, Elkhart, and Niles, and was a pioneer in the development of hydro-electric power in Southern Michigan and Northern Indiana. For many years he was president of the Indiana and Michigan Power Company; the Niles Paper Company, and was the owner of the Chapin mine at Iron Mountain, near Menominee, Mich. Mr. Chapin's career was marked by energy, perseverance, cool judgment, and unerring sagacity. He was not afraid to assume responsibility and once he shaped his course, never faltered in the execution of his plans. At the time of his death he left a liberal allowance for the building of a children's home at St. Joseph, Mich., to be called the Chapin Memorial. He was a member of the Union League, Chicago, Glenview Country, and Chicago Yacht Clubs. In 1874 he married at Niles, Mich., Emily M. Coolidge, daughter of Judge Henry H. Coolidge, and they had seven children.

GRIFFIN, Michael James, railroad contractor, b. 20 April, 1852, at Kilkenny, Ireland; d. in Detroit, Mich., 25 Sept., 1914, son of James and Julia (Murphy) Griffin. His father (1822-70) was a cattle dealer who came to this country in 1857, bringing with him his wife and children, and settled in Cleveland, Ohio. There Michael J. Griffin grew to manhood, and received the elements of a good education in St. Patrick's School. In 1874, at the age of twenty-two, he entered the railroad business in the employ of the Lake Shore Railway Company, a calling which he followed for a number of years, and in which he gained the foundation of his knowledge of railroads which he afterward turned to good account in his work as contractor. He served as roadmaster, with headquarters at Kingston, N. Y., on the New York, West Shore and Buffalo Railroad, and later was assistant chief engineer, of the Michigan Central, at Detroit. In 1886 he entered upon his eminently successful career as a railroad contractor, and in 1891 he took up his residence in Detroit, which was the center of his business and public life for the next twenty-three years. Mr. Griffin was appointed by Mayor Pingree a member of the Board of Public Works of Detroit. Some of the notable work which he accomplished in this capacity is found in the laying of the foundations for the Union Depot, and the tracks from Detroit, Ypsilanti and Ann Arbor Railroad between Detroit and Jackson, Mich., and also the tracks from the Detroit and Mackinac Road from Bay City north. He was also connected with the work for the county building, for which he laid the foundation, while one of his last and most important commissions was the foundational and track work for the Michigan Central Terminal, at Detroit. Aside from his conspicuous identification with the substantial progress of the city of Detroit, which came about as the result of his capable administration of public office, Mr. Griffin was well known in his community for his high character, splendid ideals, and active usefulness both in connection with the general interests of his fellow citizens and in the private relations and influences of life. He was purely a self-made man, and his successful career was the result of hard work and his own unassisted efforts and unusual abilities. He was a Mason of high standing, a member of Union Lodge, Moslem Temple, the Damascus Commandery Michigan Sovereign Consistory, Zion Lodge, and Peninsular Lodge. He married 6 Nov., 1878, Jennie B. Houstain, and was the father of seven children: James J. Griffin, Winnifred L. Griffin, Ivy J. Griffin, who married William Dennis, Eva May Griffin, Marguerite Griffin, Frank Griffin, and Charles W. Griffin.

John Lawton Taylor

PAYNE, John [illegible] in Pruntytown, Va., 26 [illegible] and [illegible] attended [illegible] His [illegible] Transcontinental [illegible] Brought [illegible] period of [illegible] clerk's office of the circuit and county [illegible] in Taylor County. At the age of twenty-one he passed his bar examinations and was admitted to practice in West Virginia. In September of that same year he tried his first case in the circuit court in Pruntytown. Some months later he removed his office to Kingwood, the county seat of Preston County, W. Va., where he began to develop an extensive practice. Here, at the same time, he affiliated himself with the Democratic party, and in 1876 he was chosen chairman of the county committee, in which capacity he served for four years, until 1882. In that latter year he was elected mayor of the town. Meanwhile, in 1880, he had been elected special judge of the [illegible] and were supported by [illegible] judicial acumen and a profound knowledge of the law. In 1890 he [illegible] the late Edwin Walker [illegible] of Walker and Payne, [illegible] Judge Payne, Strawn and [illegible] he remains associated to the present day. The clientage of the firm is very [illegible] railroad corporations, [illegible] business interests [illegible] he has been counsel in many [illegible] some of them of [illegible] constitutionality of [illegible] statute [illegible] involving exemptions and [illegible] the State [illegible] Chicago [illegible] Act and [illegible] before [illegible] and a [illegible] the defendant [illegible] United States vs. the [illegible] of New York, heard in the U. S. District Court in Baltimore, seeking to dissolve the defendant under the Sherman Act; the controversy involving the Indianapolis "Star," the Muncie [illegible] and the Terre Haute "Star," in the [illegible] Appeals in Chicago; the defense of a number of cases involving very large [illegible] brought by contractors for damages [illegible] of the construction of the Chicago [illegible] cases involving the Interstate [illegible] among others the Interstate [illegible] the right of [illegible] Commission [illegible] constituted a discrimination against [illegible] commerce. He also tried the case of the People of the State of Illinois, ex rel. John J. Healy, State's Attorney, vs. the Clean Street Company, in the Supreme Court, which involved the validity of the city ordinances granting permission to place waste paper boxes in the streets of the city. His victory in this trial resulted in [illegible] by the [illegible] South Park [illegible] Payne also provided for the unrestricted use of water in the larger parks for irrigating the lawns and trees by the construction of a tunnel, five feet in diameter and two miles in

Sólyom László Barón

PAYNE, John Barton, jurist, b. in Pruntytown, Va., 26 Jan., 1855, son of Dr. Amos and Elizabeth Barton (Smith) Payne. His earliest American ancestor was William Payne, who came from England to Virginia under the charter of King James I, of 23 May, 1609, and became one of the earliest colonists there. His father, Dr. Amos Payne, a graduate of Transylvania University, was a practicing physician, and one of the large landowners of Fauquier County, in Virginia. Judge Payne's early boyhood was spent on the family estate. Brought up, as he was, during the chaotic period of the Civil War and the years of reconstruction following, his education was limited to an irregular attendance at private schools in Orleans, Va., where he lived during the ten years preceding 1870. His knowledge of law was acquired largely through his own initiative and by service as assistant in the clerk's office of the circuit and county courts in Taylor County. At the age of twenty-one he passed his bar examinations and was admitted to practice in West Virginia. In September of that same year he tried his first case in the circuit court in Pruntytown. Some months later he removed his office to Kingwood, the county seat of Preston County, W. Va., where he began to develop an extensive practice. Here, at the same time, he affiliated himself with the Democratic party, and in 1878 he was chosen chairman of the county committee, in which capacity he served for four years, until 1882. In that latter year he was elected mayor of the town. Meanwhile, in 1880, he had been elected special judge of the circuit court by the bar. His success, however, soon brought Judge Payne to a realization of the limited opportunities of his environment and, in 1883, he removed to Chicago, where he established and was soon enjoying a large and remunerative practice. Ten years later, in 1893, he was nominated for judge of the Superior Court of Cook County, and while his nine associates on the same ticket were defeated by their Republican opponents, he was elected by a plurality vote of 5,000. He served on the bench with signal ability until December, 1898, when he resigned and resumed his practice. His opinions from the bench were generally considered to be clear and concise and were supported by arguments noted for judicial acumen and a profound knowledge of the law. In 1899 he formed a partnership with the late Edwin Walker under the firm name of Walker and Payne. In 1903 Mr. Walker retired and Judge Payne entered the firm of Winston, Payne, Strawn and Shaw, with which he remains associated to the present time. The clientage of the firm is very large, consisting of railroad corporations, banks, and similar large business interests. As a lawyer Judge Payne has been counsel in many important cases, some of them of national interest. Before he was twenty-five he raised the question of the constitutionality of a statute of West Virginia involving exemptions and obtained from the supreme court of the State a decision in his favor. His Chicago cases included the defense of the Chicago packers, indicted under the Sherman Act and tried before the U. S. District Court and a jury; the defense of the suit of the United States vs. the American Can Company, of New York, heard in the U. S. District Court in Baltimore, seeking to dissolve the defendant under the Sherman Act; the controversy involving the Indianapolis "Star," the Muncie "Star," and the Terre Haute "Star," in the District Court of Appeals in Chicago; the defense of a number of cases involving very large sums brought by contractors for damages growing out of the construction of the Chicago Sanitary Canal; cases involving the Interstate Commerce Act, among others the Interstate Commerce Commission vs. Diffenbaugh, in which was raised the question of the right of elevators to be paid by carriers for the transfer of grain through elevators; a case in the Circuit Court of Appeals involving the right of the Indiana State Pure Food Commission to regulate the manufacture of catsup; the controversy between certain railroads and the State of Illinois as to the right of the former to charge a higher rate than that prescribed by the statute of the State upon the ground that under the ruling of the Interstate Commerce Commission the State rate constituted a discrimination against interstate commerce. He also tried the case of the People of the State of Illinois, ex rel. John J. Healy, State's Attorney, vs. the Clean Street Company, in the Supreme Court, which involved the validity of the city ordinances granting permission to place waste paper boxes in the streets of the city. His victory in this trial resulted in a cleaner city. On 1 March, 1909, Judge Payne was appointed South Park Commissioner for a term of five years and was reappointed in 1914. Since 1911 he has been elected president of the board of this commission each succeeding year. In July, 1911, the Park Civil Service Law became effective, and Judge Payne, as president of the board, immediately caused the necessary ordinances for putting it into practice to be passed, on a basis which has resulted in a most effective and comprehensive administration of the law. Closely following this, a reorganization of the park service was brought about for the purpose of adjusting it more effectively to the requirements of the civil service law, as well as to bring about greater efficiency and economy in the maintenance and operation of the parks. During his administration negotiations were carried on between the commission, the Illinois Central Railroad, and other property owners, which resulted, in 1912, in securing for the city ninety per cent. of the riparian rights along the shore of Lake Michigan, from Grant to Jackson Parks, a distance of nearly six miles. This made possible a parkway system along the lake in front of the southern section of the city. The consummation of this achievement now awaits only the granting of a permit by the Secretary of War authorizing the South Park Commissioners to do the necessary filling in. Already a permit for part of the work has been granted, with the result that twenty-five acres have been filled in immediately south of Grant Park, upon which the new Field Museum of Natural History is being erected. Aside from this, and the forwarding of other extensions and improvements, Judge Payne also provided for the unrestricted use of water in the larger parks for irrigating the lawns and trees by the construction of a tunnel, five feet in diameter and two miles in

length, leading to the park pumping station in Washington Park. During his entire incumbency Judge Payne has contributed his salary as president of the board to the Park Art Fund, which he caused to be created. Under his direction this fund is being applied to the field-houses and the administration building, which have been given a hundred beautiful engravings and paintings, and several of the field-houses have been decorated with mural paintings representing scenes from American history. Judge Payne's profound knowledge of the law and his long legal experience have been of immense value to the commissioners in solving the many perplexing legal questions which have constantly been brought before them. His administration has been characterized by a decision, a dignity, a fairness, and by constructive work of far-reaching effect. His management of park affairs not only illustrates his remarkable executive ability, but marks him as one of those public officials who are far beyond the reach of improper influences in the discharge of their responsibilities. Judge Payne may rightly be ranked as one of the foremost legal minds of this country, one of those who have given to the courts and the bar of the United States a dignity and a reputation for integrity and justice equal to those of the older countries of Europe. Aside from the achievements detailed above, he has also served as president of the Chicago Law Institute, in 1889. He is a member of the Chicago Bar Association, the Illinois Bar Association, and the American Bar Association. Among the clubs on whose membership rolls his name may be found are the Chicago, the Union League, the Union, the Midday, the Wayfarers, the Cliff Dwellers, the Fine Arts, the Caxton, the Chicago and Elmhurst Golf, and the Forty Clubs; of the latter he was four times president. He is also a member of the Chevy Chase and the Metropolitan Clubs of Washington, D. C., the Bibliophile Club of Boston, and the Fauquier Club, of Warrenton, Va. On 1 May, 1913, Judge Payne married Jennie Byrd Bryan, daughter of Thomas Barbour Bryan, a noted lawyer of Chicago.

BISPHAM, David (Scull), singer, b. in Philadelphia, Pa., 5 Jan., 1857, son of William Danforth and Jane Lippincott (Scull) Bispham, of Quaker stock. His first American ancestor, Joshua Bispham, a native of Bickerstaffe, Lancashire, England, landed at Philadelphia in 1737, and settled in Burlington County, N. J., where his descendants continued in farming, but later became merchants in Philadelphia. The son of Joshua Bispham and his wife, Ruth Atkinson, was Samuel (b. 1753) who married Anna Ellias; their son, Samuel (b. 1796), married Maria Stokes, and was the father of William Danforth Bispham. The latter was a lawyer, a student of Princeton, and served in the Union army as a volunteer for a short period about the time of the battle of Gettysburg. David was educated privately at first, then at Haverford College, of which his grandfather was one of the founders, and was graduated in 1876. Being at first intended for a business career, he entered the house of his uncle, David Scull, Jr., and Bro., in 1877. But his musical inclinations were too strong; in 1884 he abandoned his business career for the study of singing. After appearing as an amateur in oratorio and concerts for several years, and holding a regular position in one of the first churches of his native place, he went to Italy in 1886, where he studied under Vannuccini and the elder Lamperti until 1889. Then he became a pupil of Shakespeare in London, and studied elocution under Herman Vezin. At his début in the part of de Longville in Messager's "Basoche" in the production of that work at the Royal English Opera House (now Palace Theater), London, 3 Nov., 1891, he won immediate favor by his artistic singing and humorous acting. He was not long in establishing himself as a singer of high accomplishment, and a fine interpreter of the best lyrics. On 25 June, 1892, he made his first appearance in serious opera, under the conductorship of Gustav Mahler, at Drury Lane Theater (where German operas were being given simultaneously with the regular opera performances at Covent Garden) as Kurwenal in "Tristan and Isolde" of which rôle he is one of the most sympathetic and successful of living exponents. He has at one time or another appeared in all of the leading baritone parts in Wagner's dramas, including the Dutchman, Wolfram, Telramund, Wotan, Alberich (throughout the ring), and Beckmesser, the last being one of his most careful and finished performances. Among his other successful rôles are Masetto in "Don Giovanni," Pizarro in "Fidelio," Vulcan in "Philemon et Baucis," Escamillo in "Carmen," Alfio in "Cavalleria," Peter in "Hansel and Gretel," and Iago in "Othello," and he was an admirable Falstaff when Verdi's latest opera was given on tour with Harris' company. In 1893 he sang the part of Fiorenzo in Mascagni's "Rantzau." He took the part of Johannes in the production of Kienzel's "Evongelimann," 2 July, 1897; appeared as the original Chillingworth in the production of Walter Damrosch's "Scarlet Letter," 15 Jan., 1898; as Benedick in Stamford's "Much Ado About Nothing," 30 May, 1901, and as Urok in Paderewski's "Manru," when that work was first given in America, in February, 1902. He also created the parts Rudolph in Miss Smyth's "Der Wald," 10 July, 1902, William the Conqueror in Cowen's "Harold," 8 June, 1905; and in the "Vicar of Wakefield," in 1901, all at Covent Garden, London. In August, 1910, he created the title rôle in William J. McCoy's music drama "The Cave Man," which was played in the primeval forest of California and in September appeared as Gomarez in Florida's "Paoletta" in Cincinnati. His most important oratorio parts include "Elijah," acknowledged to be one of the greatest of contemporary characterizations in its vocal as well as its dramatic aspect, and the mass part in Handel's "Messiah," which is so remarkable for its fluency that he has sung it at the New York Oratorio Society's Christmas performances for the past twelve years. He also took part in the original performances of Elgar's works in New York; his Mephisto in Berlioz's "Damnation of Faust" is another powerful impersonation. He sang the part of Christ in the St. Matthew Passion Music at the Nach Festival of 1895, in London; and in the oratorios of Lorenzo Perosi he has taken various parts.

His delivery of the famous Frost Scene was a special feature of the revival of Purcell's "King Arthur" at Birmingham Festival of 1897. During recent years, however, it is as an interpreter of classic song that Mr. Bispham has been most before the public; his remarkable Carnegie Hall programs being repeated and enlarged upon in almost every city of the Union during his concert tours. His repertoire is enormous, containing about 1,500 songs, and his acquaintance with vocal literature is perhaps without an equal today. He frequently gives, in their entirety, Schubert's "Müller-Lieder" and "Winterreise," Schumann's "Dichterliebe," and Brahms' "Magelone," in which he recites portions of the romance between the songs. He was the first to sing the "Four Serious Songs" of Brahms' in England and America. For some years past Mr. Bispham has been a pioneer of the best American compositions for the voice, and as a mark of appreciation for his efforts he was during 1910 president of the New York Center of the American Music Society. Since Mr. Bispham has been singing in public he has sung in more than thirty operas, has acted in various plays, and in more than one hundred oratorios and cantatas. His voice is a baritone of strongly individual quality and extensive range, and his skillful use of it allows its application to every form of vocal performance with equal success. There are indeed a few singers able to fascinate a great audience with so wide a range of entertainment and exhibiting so much of musicianship and profound understanding in all they undertake. His English diction, whether in song or speech, is acknowledged to be perfect, while his powerful organ, which fills the largest auditorium, carries the finest nuance to the most distant listener. Mr. Bispham has been exceedingly successful in recitations with musical accompaniment, notably in Tennyson's "Enoch Arden" with Richard Strauss' musical setting, which he gave for the first time in English, 16 June, 1902; a complete reading of Shakespeare's "Midsummer Night's Dream," with all the Mendelssohn music; Byron's "Manfred," with Schumann's choral and orchestral music, Schilling's setting of Wildenbruch's weird poem, "The Witch's Song," and more recently the "Antigone" of Sophocles, with the music of Mendelssohn. Many new works in this field are being dedicated to Mr. Bispham, among them Rossiter Cole's "King Robert of Sicily," and Poe's "Raven" with Arthur Berg's music, in which he made an enormous success. In 1898 he successfully appeared at St. George's Hall, London, in an adaptation of Hugo Müller's "Adelaide," in which he played the part of Beethoven, and he has since revived it in America. From time to time Mr. Bispham contributes to various magazines and journals, and he has recently delivered some valuable addresses upon the art of singing. Mr. Bispham has for several years been a strenuous champion of the singing of operas by foreign composers in carefully prepared English translations. He is a member of the Century, Players, Lotos, and Lambs Clubs of New York; the University Club of Philadelphia, the Bohemian Club of San Francisco, the Cliff Dwellers Club of Chicago, and the Bath Club of London. He was married in Philadelphia, 28 April, 1885, to Caroline, daughter of Gen. Charles Russell, U. S. A., and has three children: Vida, Leonia, and David.

SENN, Nicholas, physician, b. in St. Gall, Switzerland, 31 Oct., 1844; d. in Chicago, Ill., 2 Jan., 1908, son of John and Magdalena Senn. When he was eight years of age, his parents came to this country, and settled at Ashford, Wis. Young Nicholas was educated in the public schools of Ashford and Fond du Lac, Wis., and thereafter taught school for several years. In 1864 he began the study of medicine under Dr. Emanuel Munk, of Fond du Lac, and two years later entered the Chicago Medical College, where he was graduated in the spring of 1868. He was an interne in Cook County Hospital for eighteen months, and then returned to Ashford, Wis., to engage in general practice. He had his full quota of the experiences that fall to the lot of a country practitioner, and the discipline proved of value to him in both technic and generic sense. In 1874 he removed to Milwaukee, and soon after was appointed attending physician to the Milwaukee Hospital. Later, as his reputation extended, he served as attending and consulting surgeon to nearly all of the important charities of that section, besides which he had the distinction of serving as surgeon-general of the State of Wisconsin. Desiring to broaden still further his theoretical and clinical knowledge, he went abroad in 1878, and pursued special courses for one year in the University of Munich. From 1884 to 1887 he served as professor of surgery in the College of Physicians and Surgeons, and during the succeeding three years held the chair of principles of surgery. Dr. Senn was elected professor of practical and clinical surgery in Rush Medical College in 1891, and continued to hold the chair to the time of his death. He was also professor of surgery at the University of Chicago, professor of surgery at the Chicago Polyclinic, and Rush Medical College, and was surgeon-in-chief at the St. Joseph's Hospital. As a surgical operator, Dr. Senn was undoubtedly one of the greatest of all times, but his fame far outstripped these limitations. He made the clinics in his profession the basis of a far-reaching original investigation, and brought the study of bacteriology into the field of surgery, in such a manner as to decrease wonderfully the fatalities incident either to operations or injuries received on the field of battle. His service in the domain of military surgery was instituted early in his professional career, when he served as surgeon-general of Wisconsin. He gave characteristically jealous and effective service as surgeon-general to Illinois, continuing until his death. In 1891 he founded the Association of Military Surgeons of the National Guard of the United States, of which he was the first president. This association was founded by about fifty surgeons of the National Guard, who represented fifteen States and who met in Chicago, Ill. His published investigations, especially his work on "Surgical Bacteriology," have gone far toward directing atten-

tion to this humanitarian purpose, the importance of which has been doubly emphasized by the fatalities of the Spanish-American and Russo-Japanese Wars. In both of these conflicts he bore a leading part as a surgeon and as an original investigator of international authority. In May, 1898, he was appointed chief surgeon of the Sixth Army Corps, with rank of lieutenant-colonel of the U. S. Volunteers, and became chief of the operating staff of surgeons with the army in the field during the Spanish-American War. Dr. Senn was a member of all the leading medical and surgical societies of the nation, among them the American Surgical Association, of which he was president; life member of the German Congress of Surgeons; corresponding member of the Harvean Society of London, and an honorary member of the Edinburgh Medical Society. In 1890 he was chosen an American delegate to the International Medical Congress, and in 1897 he visited Europe again, as one of the most distinguished delegates from the United States to the International Red Cross Conference, at St. Petersburg, Russia. Dr. Senn contributed several hundred papers to medical and surgical literature. His more pretentious and best known works pertaining to medical and surgical science include the following: "Practical Surgery," "Experimental Surgery," "Intestinal Surgery," "Surgical Bacteriology," "Principles of Surgery," "Pathology and Surgical Treatment of Tumors," "Nurses' Guide for the Operating Room," "Tuberculosis of the Genito-Urinary Organs," "Surgical Notes of the Spanish-American War," "Tuberculosis of Bones and Joints," "Abdominal Surgery on the Battlefield," "Laparohysterectomy; Its Indications and Technique," "Syllabus of the Practice of Surgery," and "The Etiology, Pathology and Treatment of Intestinal Fistula and Artificial Anus." Among his more notable published works of a literary order were "Around the World via India," "Our National Recreation Parks," "Around the World via Siberia," "Around Africa via Lisbon," "Around the Southern Continents," "In the Heart of the Arctics," and "A Thunderstorm Before Santiago de Cuba." In 1894 he donated to the Newberry Library, of Chicago, Ill., his collection of historical and scientific books which had been gathered as the result of half a century's labors on the part of Dr. William Baum, late professor of surgery in the University of Göttingen, and one of the founders of the German Congress of Surgeons. This splendid library, comprising more than 7,000 volumes, was given in addition to Dr. Senn's large and valuable collection, and included the collection of Dr. Du Bois Raymond. In 1913 the Nicholas Senn high school was erected in Chicago, as a monument to his name and memory. The building, which accommodates 2,000 students, was erected at a cost of $750,000. Dr. Senn married in 1868, Miss Aurelia S. Milhauser, and they had two sons, Emanuel J. and William N. Senn, both practicing physicians.

YOUNG, Newton Clarence, jurist, b. in Mt. Pleasant, Ia., 27 Jan., 1862, son of C. S. and Joanna E. Young. Both parents were natives of Iowa, whose families had settled in the State in 1850. They had a family of ten children of whom Newton C. Young was the fourth. Until the age of eleven years, he attended the district schools, and later entered the preparatory department of Tabor College, but his studies were interrupted by the necessity of assisting his father with the farm work, and he remained out of school for the next four years. In 1879 he continued his preparatory training in Iowa City Academy, where he completed the course in 1882. In the same year he entered the Iowa State University, where he was graduated in 1886, with the degree of B.A., and on the honor list. During his college course he took great interest in college journalism. In his second year he was elected to the editorial staff, and later became managing editor and one of the presidents of the "Letagathian," the college paper. In the year of his graduation he entered the law department of the university, where he was graduated with the degree of LL.B., in 1887. In July, 1887, Mr. Young removed to Bathgate, N. D., and entered upon the practice of his profession. With the ample preparation and great native ability which he brought to his new field of endeavor, it was not strange that he should have been successful from the start, soon building up a lucrative practice, and becoming a prominent and useful member of the community. In 1892, after being called upon to fill a number of local offices, he became candidate for the office of State's attorney on the Republican ticket and was elected. In 1894 his fine conduct of that office was rewarded by his reelection without an opposing vote. In 1896 he was one of three nominees for district judge, but was defeated. The reputation which he had made, while holding the office of district attorney, had placed Mr. Young in such a favorable light before the voters of the State as a conscientious and fearless attorney, that, two years after his defeat, the Republicans of Pembino County presented his name as their choice for judge of the Supreme Court of North Dakota, to succeed Judge Curtiss. In 1898, shortly after the nominating convention was held, Judge Curtiss resigned and Mr. Young was appointed by Governor Devine to fill out the unexpired term; and at the following election, which took place the same year, he was elected judge of the Supreme Court for a term of twelve years, expiring in 1910. Soon after his election he removed, with his family, to Fargo, N. D. In 1902 he was elevated to the office of chief justice, which he held for four years, resigning in 1906 to resume the practice of law. Since 1906 he has been division counsel of the Northern Pacific Railway. Judge Young has always been a strong supporter of Republican principles, and his entrance into politics was prompted by good citizenship rather than by any desire for political preferment. His conduct of any office with which he was honored was above reproach. He was actively interested in anything which would promote the welfare of his fellow citizens. From 1906 to 1914 he was regent of the University of North Dakota. He is the author of "Shall We Change Our Plans of Government?"; and "Some of the Fallacies of the Initiative Referendum and Recall." Judge Young mar-

Mrs. Isaac L. Rice

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ried 23 June, 1887, the day following his graduation in the law department of the University of Iowa, Ida B. Clarke, of Iowa City, Ia., then just graduated in the philosophical course in the same university. They had three children: Laura B., Horace Clarke, and Dorothea P. Young.

RICE, Mrs. Isaac L., social reformer, b. in New Orleans, La., 2 May, 1860, daughter of Nathaniel and Annie Hyneman. Her parents, being of high social standing and in prosperous circumstances, were able to afford her excellent educational advantages. After a classical and musical training, she entered the Women's Medical College of New York Infirmary to prepare herself for the medical profession. In 1885 she graduated with her degree of M.D., but instead of taking up professional duties she married and devoted herself to her home and the training of her children. It was while living on Riverside Drive in New York City, overlooking the Hudson River, that Mrs. Rice first had her attention called, rather forcibly, to the constant noise of whistling carried on during the night by the tugboats. This constant din caused her much distress, and she was on the point of giving up her residence and seeking a more quiet neighborhood, when she accidentally learned that these same noises were causing a great deal of suffering to the patients of the hospitals in the same neighborhood. Realizing that others beside herself were disturbed, Mrs. Rice immediately determined to make an investigation for the purpose of determining whether the noises from the river were necessary. Records which she caused to be made showed that over three thousand siren or whistle blasts could be counted from one point between the hours of 10 P.M and 7 A.M. Further investigation showed that many of the boats began a promiscuous whistling while still two miles distant from the piers for which they were making and kept it up until their actual arrival, the object being to awaken sleeping watchmen or to recall the crews of their tows from the saloons adjoining the dock. No limit was set to the size of the sirens used or their capacity for noise. Furthermore, it was also made clear by further study of the situation that this promiscuous noise actually endangered the safety of navigation on the river, as it drowned the regular signals of steamboats meeting each other and by this means kept clear of each other. Mrs. Rice now determined to wage a determined campaign for the suppression of unnecessary noise on the river at night. In this decision she was more and more strengthened as she gradually learned of the great number of people who had been disturbed and had until then suffered in silence, supposing no remedy possible. And for a time it did seem as though no remedy was possible; the municipal and State authorities claimed that they had no authority on the river, which was under Federal jurisdiction, while Federal officials felt that the suppression of noise could not be sanctioned by any existing law. Finally, after the campaign had been waged for over a year and Mrs. Rice had been joined by many others, Congressman William S. Bennett, of New York, introduced a bill in Congress which amended Section 4405 of the Revised Statutes of the United States and gave the supervising inspectors of steamboats authority to curtail all needless noise on the part of river boats. As a result it was shown that the noise on the river during the nights was gradually diminished, until it amounted to a decrease of 85 per cent. Meanwhile, encouraged by this success and by the wide support she was receiving, not only from hospital superintendents and others who had suffered from the din, but from State officials and other prominent persons, Mrs. Rice, in 1906, organized the Society for the Suppression of Unnecessary Noise, of which she has ever since been the president. Among those who officially associated themselves with her in this organization were Mark Twain, Richard Watson Gilder, William Dean Howells, John Bassett Moore, the superior general of the Paulist Fathers, the commissioner of health, the president of the Academy of Medicine, and the presidents of all the colleges in New York. Later Cardinal Farley and Bishop Greer added their support and more recently the governors of forty States have consented to form a board of honorary vice-presidents and have enthusiastically indorsed the work. One of the first evils against which the society directed itself was the needless street noises in the neighborhood of city hospitals. Investigation had already proven that hundreds of patients were not only discomforted by the noise, but that in many cases health was actually endangered by it. To the campaign directed against this evil the press gave an immediate and hearty support, not only in its news columns, but by editorial expression. This gave the society another force of allies; the publicity awakened the principals and teachers of the public schools, who stated that the street noises compelled them to keep closed the windows of the schools during class hours, which resulted in bad ventilation. One petition which Mrs. Rice sent out for signatures was signed by 9,000 principals and teachers within eight days. By this time the efforts of Mrs. Rice and the society had developed a genuinely popular movement, and as a result the city board of aldermen passed unanimously the "Hospital Zone Ordinance," which gave the borough presidents the authority to place notices on the street corners near hospitals warning teamsters and pedestrians against making unnecessary noises. Not long afterward the "School Zone Ordinance" was also passed. A phase of this work was the formation of the Children's Hospital Branch of the Society, of which Mark Twain was the president. The object of this junior organization was to stop the most prolific source of street noises: the boisterousness of children. Not wishing to do this by force or by causing arrests, Mrs. Rice conceived of appealing directly to the children themselves, with remarkable results. The response was immediate and effective. The children enrolled in the society in vast numbers, wearing the buttons as badges of their membership, and not only ceased making the noises themselves, but restrained the younger children. Within three weeks, after visiting most of the schools and addressing the children herself, Mrs. Rice had secured 20,000 members of the junior league. The success of this effort suggested a campaign against another and a still greater evil, the old-fashioned way of celebrating the

Fourth of July. Here another element more harmful than noise entered into the situation. By comparing statistics with the official accounts of historians, Mrs. Rice showed that the Fourth of July celebrations within a few recent years had caused more deaths and injuries, most of them among children, than there had been casualties during the principal battles of the War for Independence. So the society of which she was the head launched its movement for a "sane Fourth of July celebration," an expression which has since become familiar throughout the whole country and has been universally heeded, not only by individuals, but by thousands of municipalities, large and small. Largely through these efforts, it may now be said that the old-fashioned Fourth of July celebration, by means of explosive toys, is rapidly becoming a thing of the past. It is especially worthy of mention that in this latter movement Mrs. Rice has had large support from the children themselves. Out of the many thousands of children with whom she talked in the schools, only three declared that fireworks and firecrackers were more alluring than other forms of amusements; the others all preferred celebrating the birthday of the nation with sports, games, picnics, and outings. More lately the society has also begun a propaganda against the noises of automobiles in the city streets, and this is developing with the same satisfactory results. As must be obvious from even so brief a sketch of Mrs. Rice's activities, she is possessed of an unlimited, almost untiring energy. With this quality she combines a deep sense of her obligations as a unit of society as a whole; her "social sense," as it is termed by the sociologists, is unusually developed. She also possesses a rare executive ability which has enabled her to make excellent use of the forces at her disposal in attacking the evils against whose suppression she has made so much progress. It is her contention, as she has made plain in the various magazine articles she has written on the subject, that there is a deeper significance behind the noise so characteristic of our city life and our mode of celebrating various holidays, and especially the Fourth of July, than the discomfort or danger it causes. Our noisy demonstrations of patriotism merely indicate a still undeveloped culture; as we grow our demonstrations will become less noisy as our feelings become more profound; that ours are still the "rough ways of a young world till now." In 1916 Mrs. Rice presented to the municipality of Brooklyn a gate and fountain, to be erected at the entrance of the Betsey Head Playground, in Brownsville, as a memorial to her husband, Isaac L. Rice. The fountain comprises a group representing children and seals sporting in the water. The sculptor is Louis St. Lanne. On 12 Dec., 1885, Mrs. Rice married Isaac L. Rice, a prominent New York lawyer. They had six children: Isaac L., Jr., Julian, Muriel, Dorothy, Marion, and Marjorie Rice.

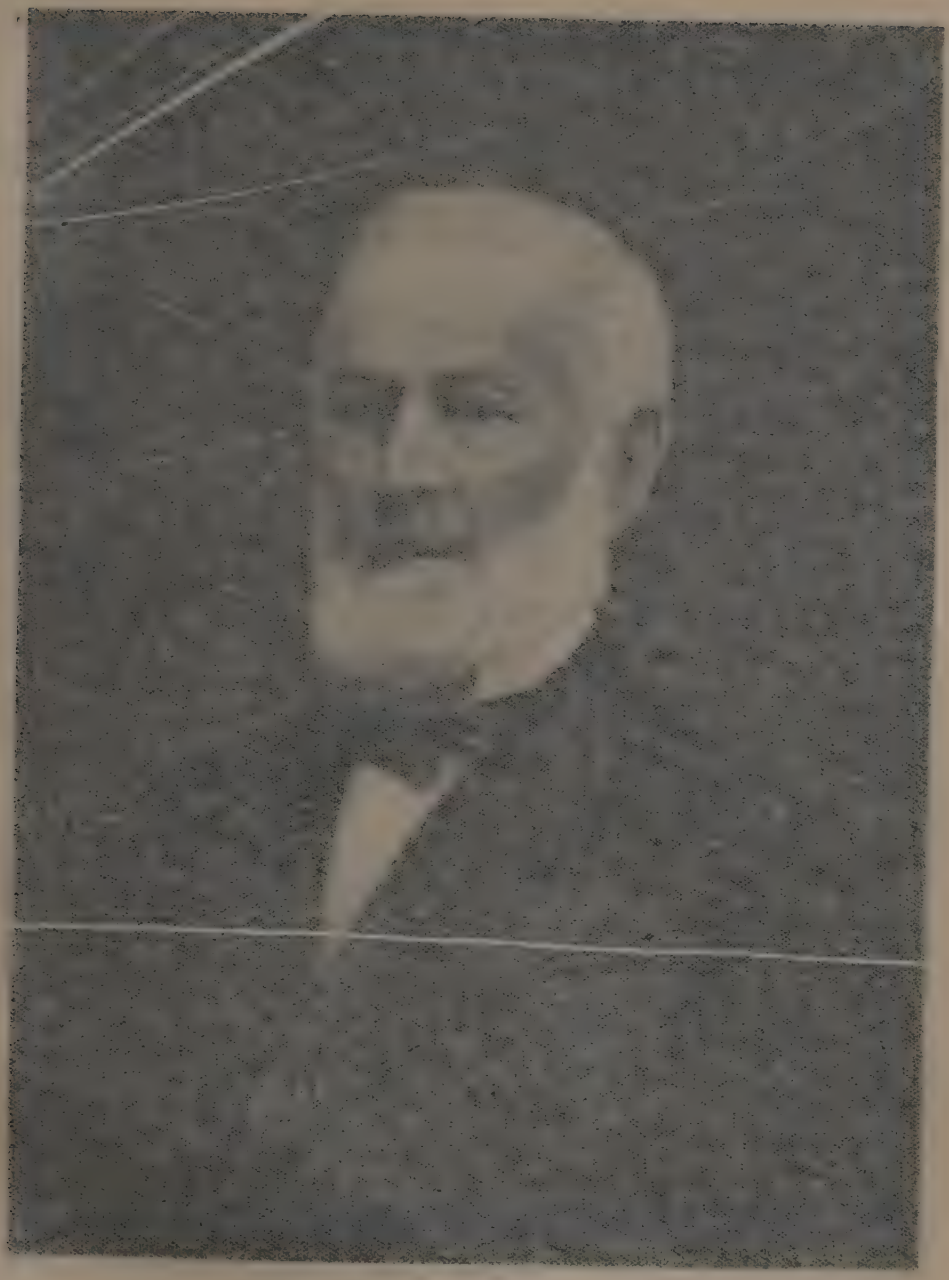
JOHNSON, Hiram Warren, governor, U. S. Senator, b. in Sacramento, Cal., 2 Sept., 1866, son of Grove Lawrence and Annie Williamson (de Montfredy) Johnson. His earliest American paternal ancestor came over from England in 1650 and settled in Massachusetts. His mother was the daughter of a French nobleman who fled from France during the Reign of Terror, and settled in New York, where he married a member of the old Van Courtlandt family, a name closely associated with the history of the State during the days of Dutch colonization. Mr. Johnson's father, one of the early pioneers of the Pacific Coast, was a lawyer by profession; he attained a wide reputation throughout the State, was several times elected to the legislature, and served one term in Congress. Young Johnson's boyhood was spent in his native city, the capital of the State, later to become the scene of his political triumph. Here he attended the public schools and, unconsciously, perhaps, absorbed the atmosphere of political activity during a period when the politics of the State were tense with the virile life of its pioneer inhabitants. Later he entered the University of California, from which he graduated in 1888, then studied law and began to practice in his native city. Shortly afterward he became corporation counsel of Sacramento, the duties of which office he performed while he also carried on his practice. Before many years he became prominent in the capital city as one of its best trial lawyers and was connected with many of the most important cases which were tried before the local and the State supreme courts. After fifteen years' practice in Sacramento, he removed to San Francisco. Here it was that he suddenly attracted national attention by his connection with the prosecution of the notorious Abe Ruef and his clique of corrupt political henchmen. In the midst of the trial and the sensational exposures resulting from the evidence presented by the witnesses, Francis J. Henry, the public prosecutor, was shot by a saloonkeeper, connected with the grafters and crazed by the excitement. Mr. Johnson immediately stepped into his place and continued the prosecution to a successful end, Abe Ruef, the Tweed of San Francisco, being sentenced to a long term of imprisonment in the State penitentiary. Mr. Johnson's prominent part in obtaining these gratifying results immediately brought him great popularity among the elated citizens of the State and was later to serve as the foundation for the faith which the people had in him. Having succeeded in purging the metropolis of the State of its corrupt influences, Mr. Johnson next turned his attention toward similar conditions in the body politic of the State. Here, however, he had a more powerful and a more intelligent enemy to deal with, and he was at first compelled to proceed cautiously. The political party which at this time ruled the State was completely in the hands of certain large corporations which figured largely in the industries of the State. It was a notorious fact that many political offices, not excepting even places on the bench, were filled by men who were chosen in the offices of a certain large corporation. The people of the State were becoming well aware of these deplorable conditions, and again and again they had elected candidates to the legislature who they hoped would break the power of the corporations. But one and all of these politicians had broken faith with their constituents. The unrest became finally very marked and for a brief period the cor-

rupt influences were alarmed. To abate the popular agitation the legislature eventually passed a direct primaries law, hoping that this slight concession would calm the minds of the people and result in another period of quiet, little suspecting that they were affording the leader who should arise among the people an entry into their stronghold. Shortly afterward a few of the more hopeful of the prominent citizens of the State organized the Lincoln-Roosevelt Republican League, the object of which was to destroy the old corrupt party and put honest men into office. For a long time the League was regarded as a joke. On one occasion the speaker of the assembly, in reprimanding one of the assemblymen, remarked that he "would sentence him to become a member of the Lincoln-Roosevelt Republican League," whereupon the hall was filled with the uproarious mirth of the assembled legislators. But the day was not far distant when the League was to be regarded more seriously by the corrupt legislature of California. In 1910, shortly before the first primaries were to be held, the League decided to put a forceful man into the field to canvass the State from end to end, appealing to the people to support it in ending the conditions which were becoming intolerable. The man of their choice was Hiram W. Johnson. Mr. Johnson immediately set out in an automobile and began a tour of the northern counties of the State where the railroads were few and the influences of the corrupt corporations least obvious. From one small town to another he traveled, addressing the farmers and the ranchers face to face, telling them in simple, forceful words what was wrong and what they must do to end the wrong. Though not by any means a flowery orator, Mr. Johnson carried conviction, and presently his tour took on the aspect of a religious revival. His progress became noised from one end of the State to the other, though most of the larger newspapers were compelled to ignore him. The people were deeply moved. The excitement became universal. Simple farmers would leap up on the automobile, grip the speaker's hand and exclaim: "Are you going to keep faith with us, if we support you?" "Nothing ever moved me so deeply as these simple, almost pathetic questions," said Mr. Johnson afterward. In the election which followed this campaign Mr. Johnson was elected governor of the State by a large majority. His inauguration was characteristic of the determination which filled him; like Thomas Jefferson, who rode to the Capitol in Washington on a horse on the day of his inauguration and himself tied his steed to a fence, Mr. Johnson walked unattended to the capitol of the State of California and there, after the ceremony, launched into a speech in which he vigorously attacked the dark forces which he then declared again he intended to destroy forever. So sensational were these events that the eyes of the whole nation were turned toward him now; it was to be seen whether he would hold faith with the simple farmers who had trusted him. And Governor Johnson fulfilled the promise which Mr. Johnson the candidate had made. He proceeded at once with a thorough cleaning out of the machine henchmen who were filling the public offices. Having concluded this task in a very brief period, he launched a remarkable series of reform measures, some of them so radical as to rouse the skepticism of the most prominent statesmen of the country. In a brief space of time he effected a complete reconstruction of the State government. By the end of his four years' term, in 1914, it remained to be seen how the people of the State had regarded his efforts. Their attitude was shown in their re-electing him, this time with a plurality of nearly 300,000 votes over the votes cast for the old guard political parties. Mr. Johnson, and what he stood for, had been fully accepted by the people of the State. Among the measures which the Johnson administration succeeded in having passed were the initiative, referendum, and recall, a law which included even the bench; the restoration of the Australian ballot, which had practically been abolished by the machine politicians; a wide extension of the civil service system and, chief of all, the establishment of a public utilities commission, which proceeded to relegate the corporations to their legitimate spheres, outside of politics. Other measures contemplated were employers' liabilities laws; an eight-hour law for men and women and laws to govern housing conditions in the larger cities. "The legislature of a thousand freaks," was the contemptuous phrase which was applied to the administration which was putting Governor Johnson's ideas into effect, not only by the disgruntled politicians who had been thrown out of office, but by sincere conservatives all over the country. In 1912 Governor Johnson headed a Republican delegation to the National Convention in Chicago, after having again defeated the old guard in a primary election. Here the governor took a prominent part in the contest which was waged between the "stand-pat" Republicans and the "insurgent" progressives and which resulted in the split in the ranks of the party and the birth of the Progressive party. In the organization of this new party he took a leading part and accepted the nomination for vice-president. When Roosevelt was shot in Milwaukee the brunt of the campaign fell on Johnson's shoulders. In 1916 he became candidate for the Progressive and Republican nominations for United States Senator. There was no contest of his candidacy as a Progressive, but the reactionaries resorted to every endeavor to prevent his winning the Republican nomination. He signally defeated his opponent in the Republican primary and at the general election scored a remarkable triumph, defeating the Democratic candidate by almost 300,000 votes. It has generally been considered that it was Governor Johnson's influence which lost California to Hughes in the presidential election of 1916, thereby causing the Republican candidate to lose his election to the presidency as well. In so far as this may have been true, this was the result of a plot on the part of the old guard of the State, into which Mr. Hughes fell quite innocently, which hoped to defeat Johnson and his supporters by clinging to the national candidate of the party. Thus Johnson and his Progressives were forced to support the Democratic candidate, thereby swinging the State over into the Democratic columns. In reply

to a newspaper interviewer in New York City, on a recent date, who put the question, "What have you been doing to put the principles of the Progressive party into active operation in your State?" Governor Johnson said, "You must understand that out in California we already have most of the progressive measures in force. Most of them went into effect within six months after my administration went into office. But we have not been idle during the past six months. We have a minimum wage commission at work. As a result of their investigations we shall be ready to pass a minimum wage for women bill as soon as the legislature meets this fall. We have passed a bill for mothers' pensions; we have passed a bill regulating the hours of women's labor; we have abolished child labor. We have started a new scheme for workingmen's compensation and we have put the State into the insurance business so that the employers who pay money for workingmen's compensation can be sure that the money is really paid to the injured workingmen and does not go into the ravenous maw of the insurance companies." From being one of the most corrupt States in the Union, California, almost entirely through the personality of Governor Johnson, has not only become practically clean, but an experiment ground for much of the radical legislation which, however well it may seem on paper, still rouses the doubts of the majority of people, until the practical application of many of the measures included shall remove this skepticism. Thus California now is to the United States much as New Zealand has long been to the nations of the world at large. Partly on this account, though more on account of his looming personality, Governor Johnson has assumed the proportions of a national figure. That his part in national affairs is a growing one admits of no doubt; that it will be as beneficial to the nation at large as it has been in his native State seems no less sure. Governor Johnson stands to the fore in the tendency which has been obvious in American politics during the past five or six years, making for conditions in the political life of the nation which will stand sharply in contrast to those conditions in the past which have brought a large measure of reproach to American institutions throughout the countries of the Old World. In 1889 Governor Johnson married Minnie McNeal, daughter of Archibald McNeal, of Sacramento, one of the early pioneers of the State. They have had two sons: Hiram Warren and Archibald M. Johnson, both practicing attorneys in San Francisco.

LARGEY, Patrick Albert, capitalist, b. in Perry County, Ohio, 29 April, 1838; d. in Butte, Mont., 11 Jan., 1898, son of Patrick and Jane (Cassidy) Largey. His father emigrated from Ireland to America when a boy, in 1814, and became a farmer in Ohio: his mother was a native of County Armagh, Ireland. He was reared on the farm and educated in the common schools of the district. Later he took a course of study at St. Joseph's College, Somerset, Ohio. His first position was that of bookkeeper in a country store. In 1861 he removed to Des Moines, Ia., and a year later, to Omaha, Neb. In 1865 he crossed the plains by ox-team, being captain of a train of sixty wagons which he brought through with the loss of only one man who was killed by the Indians. Safely arrived in Virginia City, Mont., with his merchandise, Mr. Largey engaged in business. He also purchased a placer claim, which has since yielded a large amount of gold deposit to the company operating it. In 1866 he opened a grocery store at Helena, but sold it within the year, and purchased a mule train. He was also a cattle dealer in Jefferson County, and served four years as a salesman for Creighton and Ohle. In 1879 he purchased a mine in Madison County, which he sold in a few months for $250,000. In 1881 he organized the Butte Hardware Company in Butte, Mont., and in 1883 opened a branch house at Anaconda, meantime building up a profitable banking business in Virginia City and Helena. On 29 Jan., 1891, he founded the State Savings Bank of Butte, organized with a capital stock of $100,000, and became its president. With two others of his business associates, he purchased and established the electric light plant of Butte, and placed it on a paying basis. He also founded the "Inter Mountain," the only evening daily newspaper in the State of Montana for many years. In time Mr. Largey became an extensive mine-owner. He purchased and operated the Speculator Copper Mine, one of the most valuable mining properties in the Butte district. He was at one time half owner of the Comanche Mine, which was sold to a Boston company for $200,000; and also owned the Centre Star Mine at Rossland, B. C. Before the railroad was built Mr. Largey saw the need of speedy communication with the outside world and throughout his State, and became the owner and builder of the telegraph lines from Virginia City to Helena, from Helena to Bozeman, and to Deer Lodge and Butte. These lines he operated successfully and to the great benefit of the State, until the railroads were built, when he sold them. Politically Mr. Largey was a Republican, but was not a politician in the sense of desiring or seeking office. He had great executive ability, was a successful organizer and a capable manager of his numerous business interests; was benevolent and helpful to those in need, and one of Butte's most solid and public-spirited citizens. He married 30 April, 1877, Lulu Folger, daughter of Morris Sillers, of Chicago, and a grandniece of Coleman Sillers, of Philadelphia. They had six children of whom two survive.

GOODMAN, Thomas, builder, b. Clipstone, Northamptonshire, England, 16 Jan., 1789; d. in Chicago, Ill., 15 Oct., 1872, son of Thomas Goodman. His father was a carpenter by trade, and from him it was that the son learned the business which he followed with great success throughout all his life. His schooling was somewhat limited, for during his youth educational facilities were strikingly inadequate in England. But this deficiency Mr. Goodman made up in later life by his private reading, and to the last his mind remained expansive and receptive. Mr. Goodman was peculiarly associated with the early history of the English Baptist Church and was known for the intensity of his religious nature. His parents were members of



Theo. Goodman

to a newspaper interviewer in New York City, on a recent date, who put the question

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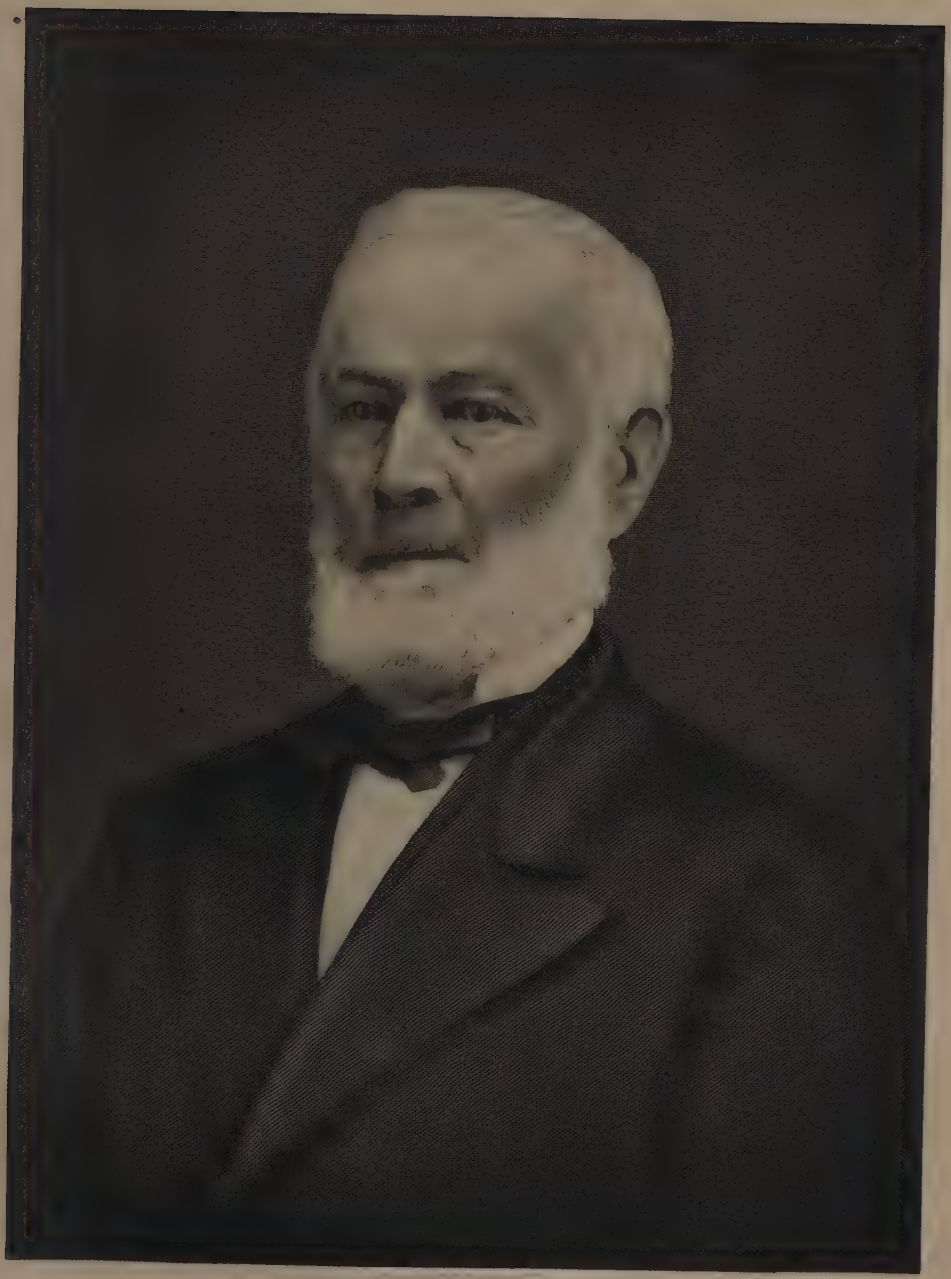
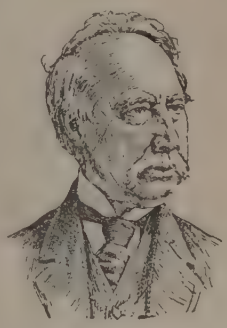


Thos. Goodman

the English Established Church, and in this faith Mr. Goodman remained until he was thirty years of age. It was then that his religious opinions underwent a radical change. Clipstone, his native town, is in the neighborhood of Kettering, Leicester, and Bedford, names which figure largely in the history of English Baptists. In the early part of last century, it was in the churches of the dissenting sects, such as the Baptists, that the spirit of democracy had its chief stronghold, for they maintained the right of the congregation to elect their own pastors and officers, in contrast to the autocratic sway of the bishops of the Established Church. From these churches the movement spread into the political life of the nation. Mr. Goodman was strongly affected by this new spirit and became an early convert. His nature rebelled against the spirit of autocracy of the Established Church, especially in spiritual matters. Peculiarly earnest and steadfast in all his connections, he came into contact with those who were most strenuously advocating the new movement, whose influence so strongly changed the aspect of the religious world. Andrew Fuller, Robert Hall, William Carey, and others of the leaders became his intimate friends and associates, and to the end of his life his face would glow at the mere mention of any of these names. In his house he always maintained an apartment which he termed the "prophet's chamber," which was kept in continual readiness for his missionary friends. For twenty-five years he was deacon of the Baptist Church in his native town. In 1866, all his children having emigrated to this country, he followed them, arriving in Chicago in November of that year. By this time he had acquired an independent competence through his business and was able to retire. In all his habits, and especially in his business, he was peculiarly methodical and exact. He had all an Englishman's love of system and order. He was very fond of music and was himself a musician of more than average talent, being an excellent violinist. He delighted in books, especially in religious books of the class most popular in his youth, and kept himself always well informed regarding current events. Through all his quiet and regular life religion diffused a spirit of peace and hope, softened peculiarities of temper and prepared him for the final hour of departure. In 1818 Mr. Goodman married Catherine Satchell, a member of Andrew Fuller's congregation in Kettering. They had fifteen children, of whom eight were living at the time Mr. Goodman came to America. They were: John, Joseph, Edward, Frederick, Mary, James, Elizabeth, and Ebenezer William.

AGNEW, David Hayes, surgeon, b. in Lancaster County, Pa., 24 Nov., 1818; d. in Philadelphia, 22 March, 1892. His education was received at two colleges. He was graduated in Medicine at the University of Pennsylvania in 1838, and began to practice in Chester County, but removed to Philadelphia and became a lecturer in the School of Anatomy, also establishing the Philadelphia School of Operative Surgery. In 1854 he was elected one of the surgeons of the Philadelphia Hospital, where he founded a pathological museum, and was also surgeon to the Pennsylvania Hospital. In 1863 he was appointed demonstrator of anatomy and assistant lecturer on clinical surgery in the medical department of the University of Pennsylvania, in 1870 he was chosen to the chair of clinical surgery, and in 1871 he became professor of the principles and practice of surgery there, and of clinical surgery in the University Hospital. For several years he was one of the surgeons at Wills Ophthalmic Hospital, and also one of the surgeons to the orthopedic surgery. He attained wide reputation as a surgeon, and was a rapid and skillful operator in every department. In his capacity of efficient surgeon as well as of consulting physician, he had many cases of great public and scientific importance, the best known being that of President Garfield. He made many valuable contributions to the literature of his profession, among which are works on "Practical Anatomy" (Philadelphia, 1867) and "Laceration of the Female Perineum and Vesicovaginal Fistula" (1867); a series of sixty pages on "Anatomy and Its Relation to Medicine and Surgery"; and an exhaustive work on the "Principles and Practice of Surgery" (3 vols., 1878), which has been translated into the Japanese language, and was his chief work.



D. Hayes Agnew

JONES, Burr W., Congressman and lawyer, b. in Union, Wis., 9 March, 1846, son of William and Sarah Maria (Prentice) Jones. His father, whose family is of Welsh descent, was a farmer in Pennsylvania, but removed to Wisconsin as a young man. His mother was a direct descendant of Capt. Thomas Prentice, an Englishman, who commanded the cavalry in King Philip's War. Mr. Jones attended the Evansville Seminary and the Wisconsin State University, where he was graduated in 1870. Then followed a one year's course in law school, leading to the degree of LL.B., and in December, 1871, he entered on the practice of law at Portage, Wis. Several months later he removed to Madison, where shortly afterward he was nominated for the office of district attorney of Dane County, being duly elected and filling the office for four years. He was then elected by the Democrats to Congress, serving throughout the Forty-eighth Congress. In 1885 he became city attorney of the city of Madison, and in the same year was appointed to the chair of law at the University of Wisconsin, which he held for thirty years, until 1915, meantime, also, continuing his private practice. In 1897 he was appointed chairman of the first State Tax Commission of Wisconsin. Mr. Jones has been for many years one of the foremost authorities in this country on the law of evidence. As a practicing lawyer he is especially distinguished as a jury lawyer for the defense, a position of un-

usual difficulty for a trial lawyer. He is pre-eminently gifted with the instinctive ability of anticipating in detail the closing argument of his opponent. With consummate skill he closes every avenue of advance or retreat to his adversary, even before the latter has spoken, and leaves the jury with the impression that the case has really ended with his argument and is ready for its decision; thus, in a great measure, discounting the advantage ordinarily belonging to the closing argument of the prosecution. There are few trial lawyers so skilled as Mr. Jones in the art of cross-examination, and he has no superior in utilizing his opponent's evidence to his own client's advantage and in exposing the weaknesses of the opposing side. Nor does he ever resort to bullying methods; his manner in court is always calm, collected, and courteous. His ability as a trial lawyer and his well-founded knowledge of the value and effect of evidence was peculiarly demonstrated in the famous Roster trial in Wisconsin, some years ago, wherein the governor, the adjutant-general, and the attorney-general of the State, among others, were the defendants. Of the dozen or more prominent members of the State bar appearing for the various distinguished defendants in this famous case, Mr. Jones was honored by being chosen for the responsibility of conducting the examination and cross-examination of practically all the numerous witnesses, the result being that the case was won on a nonsuit. As a counselor, also, Mr. Jones has demonstrated his distinguished ability. His poise, his dependable legal character, and his strict adherence to the ethics of the profession have been fully recognized, not only by the laity, but by lawyers of lesser experience in search of legal aid in matters of importance. Mr. Jones has always been very much in demand as an after-dinner speaker at public banquets, and as a presiding officer on great occasions his happy forensic abilities, his judicial discrimination as to the appropriateness of the occasion, together with his impressive personality and address, have combined to place him in a position of having few equals. Where many others require care and labor in preparation, his quick wit and fluency of speech always enable him to make an entertaining impromptu address that suggests careful preparation. For over ten years Mr. Jones has been chairman of the Dane County Bar Association, and he is also chairman of the Wisconsin State Bar Association. He was the first president of the Wisconsin University Club, he is curator of the Wisconsin State Historical Society, and a member of the American Bar Association. In December, 1873, Mr. Jones married Olive Louise, daughter of L. W. Hoyt, of Madison, Wis. She died in 1906. In 1908 he married Katherine Isabel MacDonald. His only daughter, Marion Burr Jones, was married to Walter M. Smith, librarian of the Wisconsin State University.

SANBORN, Walter Henry, jurist, b. in Epsom, N. H., 19 Oct., 1845, son of Hon. Henry F. and Eunice (Davis) Sanborn. He is eighth in descent from William Sanborn of Hampshire, England, who landed in Boston, 3 June, 1632, and settled in Hampton, now Northampton, Mass. His ancestor, Eliphalet Sanborn, third in line from William, served in the French and Indian and Revolutionary Wars; was town clerk in 1773, 1775, 1776, and 1777, and selectman in 1772, 1773, and 1774. His son, Josiah, was State senator for three terms, representative for eight terms, and selectman for twenty years, and built the house which was the birthplace of succeeding generations of Sanborns, and is now the country home of Judge Sanborn. Henry F. Sanborn (1819-97), the father of the judge, was a man of distinguished and scholarly attainments, a teacher for fifteen years, selectman of Epsom for many years, State senator for two terms, and representative. His mother's grandfather, Thomas Davis, served under Prescott at Bunker Hill, took part in the battle of White Plains, witnessed the surrender of Burgoyne, served through the war, and was one of the veterans present whom Webster addressed as "Venerable Men" at the laying of the cornerstone of the Bunker Hill monument in 1825. Walter H. Sanborn spent his youth on the homestead farm. He was fitted for college in the common schools and academies of his native county, and entered Dartmouth College in 1863. During the four years of his college life he taught school every winter, led his class for the four years, and was graduated with the highest honors as its valedictorian, in 1867, receiving the degree of A.B. Three years later he took his degree of A.M. and in 1893, Dartmouth College conferred upon him the degree of Doctor of Laws. In 1910 he was elected president of the Association of the Alumni. From 1867 to 1870 he was principal of the high school at Milford, N. H., in the meantime studying law in the office of Hon. Bainbridge Wadleigh, afterward U. S. Senator. In 1870 he went to St. Paul, Minn., and in 1871 was admitted to the bar by the Supreme Court of that State. In May of that year, he formed a partnership with his uncle, Gen. John B. Sanborn, under the firm name of John B. and W. H. Sanborn, an association which lasted for twenty years, until 17 March, 1892, when he was commissioned U. S. Circuit Judge and member of the U. S. Circuit Court of Appeals, of which court he has been the presiding judge since 1903. In population, in area, and in varied and important litigation, the eighth circuit is the largest in the nation, comprising as it does the States of Minnesota, North Dakota, Wyoming, Colorado, Utah, Nebraska, Iowa, Missouri, Kansas, Arkansas, Oklahoma, and New Mexico. As presiding judge of this court, Judge Sanborn has delivered over 900 opinions, opinions so broad and comprehensive, so replete with legal knowledge, clear, vigorous and authoritative, that they are considered among the most important and influential opinions ever rendered in this country. Conspicuous among these are his opinion on the power of railroad companies to lease the surplus use of their right of way in the Omaha bridge cases; his definition of proximate cause and statement of the rules for its discovery, and the reason for them in Railway Company v. Elliott; his declaration of the effect of estoppel of the usual recitals in municipal bonds and rules for their construction in the National Life Insurance Company v. Huron; his treatise on the law of patents for inventions in the Brake-

beam case, which has been cited and followed by the courts in many subsequent decisions and has become a leading authority on that subject; his opinions in the United States v. Railway Company, and in Howe v. Parker, and many others that cannot be cited here. In the great national and judicial issues which during the last twenty years have concerned the supremacy and extent of the provisions of the Constitution of the United States, the enforcement of the anti-trust act, etc., Judge Sanborn's opinions have been pioneer and formative, notably in the case of Haskell v. Cowham, when the State of Oklahoma undertook by legislation to prevent the export of natural gas beyond its borders by refusing to permit transportation across its highways he established the proposition that "neither a State nor its officials . . . may prevent or unreasonably burden interstate commerce in any sound article thereof." In 1893 Judge Sanborn was called upon to interpret the national anti-trust act before it had been construed by the courts of last resort. He delivered an exhaustive opinion which, in 1896, was reversed by the Supreme Court by a vote of four to five. Fourteen years later, however, the same court by a vote of eight to one abandoned that conclusion and adopted the view originally taken by Judge Sanborn. As a part of his administrative work he has successfully conducted great receiverships and operated great railroads: the Union Pacific from 1894 to 1898, the Great Western in 1908 and 1909, and the St. Louis and San Francisco Railroad Company in 1913, 1914, and 1915. In the management and receivership of the Union Pacific and its twenty allied railroads, he collected through his receivers and applied to the operation of the railroads and the distribution to creditors more than $260,000,000 without the reversal of a decree or the loss of a dollar. As a lawyer and public-spirited citizen Judge Sanborn has been prominent in St. Paul and the State of Minnesota for more than forty years; while his services as a judicial officer of the U. S. Courts long ago elevated him to the rank of a national figure. It has been said of him that he has done more in recent years to make St. Paul famous than any other man. In politics he is a Republican. In 1890 he was the chairman of the Republican County Convention, and for fifteen years before he was appointed judge was influential and active in every political contest. In 1878 he was elected a member of the city council. In 1880 he removed his residence to St. Anthony Hill, and in 1885 was elected to the city council from that ward and re-elected each year until he ascended the bench. As vice-president of the council, Judge Sanborn was the leading spirit on the committees that were responsible for the installation of the cable and electric car systems supplanting the old horse cars of St. Paul. He was treasurer of the State Bar Association from 1885 to 1892, and president of the St. Paul Bar Association in 1890-91. He stands high in Freemasonry; was elected eminent commander of the Damascus Commandery No. 1, of St. Paul, the oldest in the State and one of the strongest in the country; in 1889 he was elected grand commander of the Knights Templars of the State. He is a member of the Minnesota and Commercial Clubs, and Minnesota Historical Society. Judge Sanborn married 10 Nov., 1874, at Milford, N. H., Emily F. Bruce, daughter of Hon. John E. Bruce, of Milford. Their children are: Grace Sanborn, who married C. G. Hartin; Marian Sanborn, married Grant Van Sant; Bruce W. Sanborn, lawyer, and Henry F. Sanborn, general freight agent of the Great Northern Railway Company, all of St. Paul.

DE FOREST, William Henry, manufacturer, b. in New York City, 29 Aug., 1857; d. at Summit, N. J., 11 Oct., 1907, stepson of William H. De Forest, who also lived and died at Summit, N. J., having achieved prominence as a pioneer in the American silk industry. His mother was Fanny Nevins De Forest. The elder De Forest was at first associated with Guinet Bros. of Lyons, France, in the manufacture of the famous Guinet black silks and velvets. It was in this connection that William H., Jr., served his apprenticeship at Lyons, having previously received his education at the Dr. Callender School, New York, and at Columbia College, where he graduated in 1878. After one year's experience in silk manufacturing in France he returned to this country to assist his father at home. He exhibited executive talent of a high order and was intrusted with more and more responsible duties. In 1892 he formed, together with his brother, Othniel De Forest, the Summit Silk Manufacturing Company, and by virtue of the brothers' experience and sagacity the business was successful from the start. They were soon obliged to build an extension to their factory and continually enlarged their force, employing at times as many as 800 operatives. As secretary and treasurer of the company, Mr. De Forest was the guiding factor and moving spirit of the enterprise. He was also vice-president of the Upland Silk Company of Paterson, N. J., and owned a controlling interest in the Palisades Silk Company, Union, N. J. He was among the best known men in his trade and a figure no less commanding in the industry than his father had been before him. Mr. De Forest was a man of high integrity, respected not only by his business associates but by the entire community. Mr. De Forest was distinguished as an athlete and won renown for his ability as a marksman. He was prominent in military circles, being a member of the Seventh Regiment, Company K, N. G. N. Y. Among his clubs were the Baltusrol and Canoe Brook Clubs of Summit, the St. Anthony and Union League Clubs of New York City, Narrows Island Club of North Carolina, and the Delta Kappa fraternity. He was also president of the Fresh Air and Con-

valescent Home. Concerning Mr. De Forest, the Summit (N. J.) "Record" declared: "It could probably be more truthfully said of him, than of any other man in Summit, that in life he had not an enemy." Mr. De Forest was married 2 June, 1880, to Harriet J., daughter of Thomas M. Smith, of Philadelphia, Pa.

KAYS, John, soldier, b. in Edinburgh, Scotland, 9 March, 1739; d. near Moden, N. J., 13 July, 1829. With his parents and a younger brother he came to America in 1750, and settled in Philadelphia, Pa. The two lads were young when their parents died, and were sent to a school for orphans. Later, John was indentured to a Quaker weaver to learn his trade. Although in later years he became a fighting man he was known to be a believer in the doctrine of the Society of Friends, commonly called Quakers, who were opposed to war. After the term of his indenture had expired he started on a journey up the Delaware River, continuing to travel until he reached Newton, N. J., where he settled and worked at weaving. While living in Newton he enlisted in the American army and became first lieutenant of Conrad Gunterman's company. There is evidence that he remained in the service after the mustering out of this company, for he often recounted to his children his march with Washington's division of the army from Newburgh-on-the-Hudson to Morristown, N. J. In just what capacity he served on this march is not known. He was a mounted officer, and, judging from his familiarity with General Washington and his closeness to the commander, was probably one of that general's aides-de-camp. The army, as described by Lieutenant Kays, came by way of Warwick, N. Y., Vernon and Hamburg, crossing the mountains at Sparta to Woodport, Morris County, and thence to Morristown, where it joined General Lafayette. When the march was resumed toward Morristown, and as Washington was about to descend the Sparta Mountain, near Woodport, he discovered he had lost his watch and Kays was ordered to go back and search for it. He mounted his horse and went back to the camp site. This duty was probably imposed on him because he was a native of the county and familiar with the country and its people. Kays searched in the straw and débris and on the site of the general's tent found his open-faced watch and fob, and, returning, overtook the army near Woodport. After the war Kays moved his family to Lafayette Township. Later he bought a farm near Moden, where he lived during the remainder of his life. He had no patience with the Tories of his day. It is related of him that soon after the restoration of peace and his return to Newton, he was one morning watering his horses at a brook that crossed the road near his house. There he met a Loyalist, who had also come to the brook with his horses. The two naturally engaged in a discussion of politics. Kays took offense at the Tory's language, and quick as a flash, jumped for him, dragged him to the ground and proceeded to chastise him until he apologized for his unpatriotic remarks. When in 1824 Lafayette revisited this country, he was entertained at the old headquarters at Morristown. The old soldiers of Washington's command who had been with Lafayette at Morristown during the war were invited by the distinguished Frenchman to a reunion there. Mr. Kays was then in his eighty-fifth year. Because of his advanced age, and the uncomfortable mode of travel over the mountain roads, his sons thought it imprudent that he should go to Morristown. His disappointment was great at not being permitted to meet his old comrades, and he wept all day long in the bitterness of his sorrow. In November, 1912, when a Washington memorial was unveiled at Hamburg, N. J., Mrs. Hugh McLaughlin, of Brooklyn, N. Y., a granddaughter of John Kays, assisted in the ceremonies. The inscription on the monument (see illustration) after giving the dates, "1779-1912," is as follows: "In this field General George Washington encamped for a night on a march from Newburgh to Morristown in 1779 to meet General Lafayette. With him was an aide, Lieutenant John Kays, of Sussex County, a soldier of the American Revolution. This memorial was erected by Marchioness Ellen Kays McLaughlin, a member of the Newton Chapter of the Daughters of the American Revolution, and a granddaughter of John Kays." This is the only stone in Sussex County that has been erected showing any special event that actually occurred during the life of Washington. Mr. Kays married, in 1772, Sarah, daughter of Benjamin Hull, of Halsey, N. J. They had nine sons and two daughters.

WRIGHT, Ammi Willard, lumberman, financier, b. in Grafton Town, Vt., 5 July, 1822; d. in Alma, Mich., 5 May, 1912, son of Nathan Franklin and Polly (Lamson) Wright. He is directly descended from Capt. Moses Wright, who was born in Vermont in 1727, his parents being among the earliest settlers of that region. Mr. Wright's father was a prosperous farmer and trader. For the first twelve years of his life the boy remained at home, doing the chores about the farm and attending the district school during the winter terms. The little mountain community offered just such an environment as would develop the best qualities in a boy, and at the age of twelve young Wright was the physical equal of many a youth of eighteen of the present generation. Then it was that he began earning his own livelihood as a carrier between his own town and Boston. Railroad transportation was an unknown institution in those days, and where water facilities were absent commodities were carried by means of wagons. Driving his six-horse team, young Wright carried produce to Boston and returned to the mountains laden with merchandise. For several years he followed this vocation, becoming meanwhile acquainted with the great city and its urban customs. The desire to go into business on his own account came over him and he finally ventured into hotel keeping. During the year or two in which he followed this occupation he met with little success. The Middle West was just then being opened up by the hardier elements of the population and there was much discussion of the opportunities to be met with in the new country. In 1850 Mr. Wright gave up his hotel interests in Boston and went to Detroit, Mich., and in the following year, to Saginaw, Mich. The rich forests of the lake regions immediately aroused his imagination

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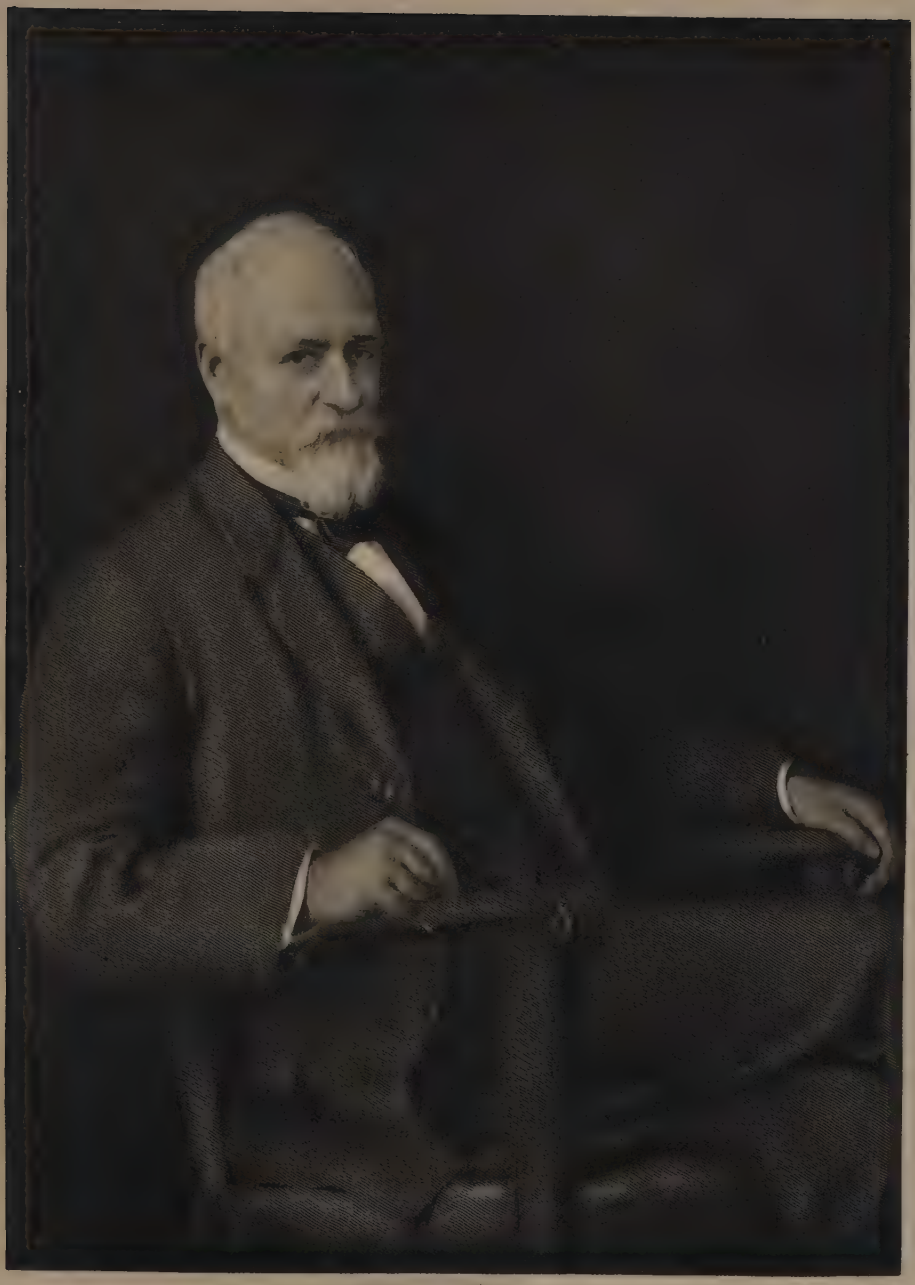

A. W. Wright

and he began turning his attention toward lumbering. It was hard work in the beginning, and not specially lucrative, in those early days before the heavier migrations had set in from the East. But toward the late fifties the country began to develop rapidly and the demand for building material advanced in proportion. In 1859 Mr. Wright entered into a partnership with the firm of Miller and Payne, and together they began refitting what was known as the "Big Mill," in Saginaw. Before this was completed, however, his partners sold out their interest to J. H. Pearson, of Chicago. Not long after the whole plant was burned to the ground, but with characteristic energy and enterprise the partners set about rebuilding, on a much larger and more modern scale. Some years later Mr. Pearson retired from the enterprise and in 1882 Mr. Wright organized the A. W. Wright Lumber Company, with a capital of $1,500,000. Of this corporation Mr. Wright was president and gave his personal attention to the direction of its affairs. The size of the firm's plant may be judged from the fact that it handled from twenty-five to thirty million feet of logs each year. Having made a thorough success of this big venture, Mr. Wright turned his energies and talents into other fields of commercial enterprise, and before many years his interests had developed in a great number of directions. Among the many other corporations in which he was a prominent stockholder and in which he was either a director or an official may be mentioned the Wells-Stone Mercantile Company of Saginaw; the Elliott-Taylor-Woolfenden Company of Detroit; the Marshall-Wells Company of Duluth, Minn.; the Stone-Ordean-Wells Company also of Duluth; the Advance Thresher Company of Battle Creek, Mich.; the Peerless Portland Cement Company of Union City, Mich.; the Titabawasse Boom Company, a logging company which, in its day, delivered more pine logs than have ever been rafted on any other single stream in this country; the Bank of Saginaw; the First State Bank of Alma, Mich.; the Detroit Trust Company and the Old Detroit National Bank; the Chemical National Bank of New York City; the Michigan Sugar Company; the Central Michigan Produce Company; the Alma Roller Mills and Electric Light and Power Plant; the Saginaw Valley and St. Louis Railroad Company, now a part of the Pere Marquette system; the Ann Arbor Railroad Company; the Cincinnati, Saginaw and Mackinaw Railroad Company, and the Grand Trunk Western Railway Company. Mr. Wright also became possessed of large timber and mining properties in Minnesota, which he later sold to James J. Hill and his associates; and extensive areas of Southern timber and ranch lands. These were the means through which Mr. Wright made his money: his work. As a recreation he turned to farming. Early in the eighties he had taken a strong liking to the region about Alma, Mich., and here he decided to make his permanent home. At one time he was the owner of a dozen large farms in this region, which he improved and developed along modern, scientific principles and then sold to good advantage. He was one of the early pioneers in the sugar beet industry, which he grew and manufactured into some of the first beet sugar produced in the Middle West. To him was largely due the agricultural development of the region. One of his hobbies was the laying of good roads throughout this part of the country, thereby encouraging others to follow his example. Not content with developing the country about the town, he took a prominent part in the upbuilding of the town itself. After building the Opera House Block, in 1882, he constructed the Wright House, a hotel which would have been a credit to a much larger community. This was followed, in 1887, by the Alma Sanitarium, now the Michigan Masonic Home. Mr. Wright, however, was not only a money maker; he was also a money giver, for none gave to worthy charities or public benefits with a freer hand than he. Alma College is indebted to him for its principal buildings and a large portion of its endowment funds. The Michigan Masonic Home in Alma is his gift to the Grand Lodge of that fraternity, while the ten-acre park adjoining it is his gift to the city. As may be inferred from the very advanced age to which he lived, Mr. Wright was to the end of his life an advocate of the simple life, an abstemious liver. Possessed of a rugged, hardy constitution, the result of his boyhood's environment, he continued living as he had been brought up, even after wealth had brought within his reach all those luxuries in which prosperity too often causes indulgence. All through his life he continued possessed of a clear mind and a keen judgment, of men as well as of enterprises. Herein was one of the main causes of his success. Rarely was he mistaken in his first impressions, and once a decision was formed, he had the courage to follow it out to the end. Physically, mentally, morally, quite as much as financially, he was one of the strong men, not only of his community, but of his adopted State. Throughout his life he took the interest of a good citizen in the politics of his day, but this he never allowed to develop into ambition for office, though he continued a supporter of the Republican party. He was a member of St. John's Episcopal Church, whose local parish house was one of his gifts to that community. On 6 March, 1848, Mr. Wright married Harriet Barton, of Bartonsville, Vt. She died 30 June, 1884. On 21 Dec., 1885, he married Anna Case, of Exeter, Canada, who still survives. His only surviving child, by his first wife, is Mrs. James Henry Lancashire, of Manchester, Mass., and New York City.

MILLER, Reuben (3d), manufacturer and financier, b. in Pittsburgh, Pa., 31 Jan., 1839, son of Reuben, Jr., and Ann (Harvy) Miller. His father was a distinguished iron manufacturer of Pittsburgh, Pa., and was prominent in financial circles. He is descended from Quaker parentage, his ancestors in Pennsylvania dating back as far as 1683. He attended the College of St. James, Washington County, Md., but, in order to perfect himself in practical mechanics, early became an apprentice in the works of Robinson, Minis and Millers. When oil was discovered in Venango County, Pa., in 1859, he was among the earliest to purchase and develop property near Oil City, Pa., and as the business expanded, he engaged also in oil refining. Later he sold out to enter the civil and mining engineering

field. In 1865 he joined with others in forming the Crescent Steel Company, of which he was president. With others he organized and was treasurer of the Pittsburgh Bessemer Steel Company, which was sold to Andrew Carnegie and his associates, and became the Homestead Mills of the United States Steel Corporation. In 1900 the Crescent Steel Company became one of the principal works of the Crucible Steel Company of America. Mr. Miller then became, respectively, treasurer, president, and chairman of the board of directors of the Crucible Steel Company of America, serving until 1904, when he retired from active business life. In all his manifold interests, Mr. Miller was regarded by his business associates as an honest, conscientious, fair-dealing man who could not be tempted to do anything of which his conscience did not approve. He was active in many banking and industrial institutions, either as a director or as an official, among them the Bank of Pittsburgh, of which he was president for eight years, the Merchants and Manufacturers Bank, of which he was president for one year; the Fidelity and Trust Company, and the Third National Bank. He was a member of the joint commission of the State of Pennsylvania for administering the large fund contributed for relief of the Johnstown flood sufferers. He was vice-president of the Pittsburgh Chamber of Commerce from 1879 to 1897, and notwithstanding his active business career, found time to serve as second lieutenant of artillery in Knaps' Pennsylvania Volunteer Battery during the Civil War. In private life he is as distinguished for his simplicity of manner, amiability and purity of character, and discriminating philanthropy, as he is in public for his fervent patriotism, eminent ability, and fidelity to duty. He is president of the Pittsburgh Association for Improvement of the Poor, and president of the Allegheny Cemetery. On 13 April, 1871, he married Mary L., daughter of James P. Fleming. They have four children living, namely, Reuben; Harvy, of Detroit, Mich.; Ruth, now Mrs. William McKennan Reed; and Lois, now Mrs. Cameron Beach Waterman, of Detroit, Mich.

SARLES, Elmore Yocum, governor of North Dakota, b. in Wonewoc, Juneau County, Wis., 15 Jan., 1859, son of Jesse D. and Margaret (Thompson) Sarles, of Scotch-Irish ancestry. His father was one of the earliest preachers to emigrate to the Territory of Wisconsin, in 1842, and took up his ministerial work at Wonewoc in 1858. He identified himself with the upbuilding of the community. His son received a public school education in his native State and for one year attended Galesville (Wis.) University. Previous to his college term, he entered business life by working in a bank at Prescott, Wis., and in 1877, continued his banking experience by becoming connected with a bank at Sparta, Wis. In 1878 he became secretary and treasurer of the Wonewoc Manufacturing Company, a responsible position for one of his years. In 1880 he became associated with the George B. Burch Lumber Company of Necodah, Wis. In 1881 Mr. Sarles had amassed some capital, and with his brother, O. C. Sarles, established the Traill County Bank, at Hillsboro, N. D. Here his early financial experience stood him in good stead. In 1885, after a successful four years' operation of that institution, he enlarged his banking enterprise by establishing the First National Bank at the same place, and acted as its cashier until 1903, when he became president. During this period, however, he had not confined his operations to the banking business exclusively. In 1882 he became associated with his brother in establishing the O. C. Sarles and Company, lumber business, now known as the Valley Lumber Company, of which he is still the manager, with branches at Hillsboro and other points in the Red River Valley. The success of these banking and lumber interests led to other investments in banking which Mr. Sarles wisely supplemented with extensive deals in real estate, thereby soon acquiring a reputation as a judge of land values. In this connection he purchased and sold extensive tracts in the Red River Valley, and dealt in real estate loans on a large scale. He also acquired large interests in banks at Northwood, Grand Forks, Fargo, Blanchard, Caledonia, Grandin, and Shelly, Minn. The Sarles brothers own and operate 1,400 acres of the Hurley farm, one of the finest properties in the Red River Valley. For all his business activities Mr. Sarles has taken an active and prominent part in the public affairs and politics of his State. Always a strong advocate and supporter of Republican principles, his methods in politics, like his business career, have been above reproach. He was never, in any sense of the word, a professional politician or office-seeker, and, until his well-known abilities as a man of large affairs and as a public-spirited citizen led to the suggestion of his name as a leader on the list of gubernatorial candidates for the State of North Dakota, he had never held or aspired to any but local offices. He had long been prominent in civic affairs, however, serving as mayor of Hillsboro for two years, as member of the Mayville normal school board for five years, and as treasurer of the public school board for twenty years. In 1904, when the Republicans of North Dakota cast about for a candidate for governor, whose character and reputation should be a guarantee to the people that the affairs of the State would be honorably and ably conducted, the most eligible man for the place was Mr. Sarles. He was nominated and duly elected, receiving 32,000 votes over his Democratic opponent, M. F. Hegge. His unquestioned ability and the fine character which had distinguished him as a man peculiarly fitted for his high office enabled him to administer its affairs in a way which amply justified the confidence reposed in him by his fellow citizens, and as the chief executive of North Dakota he took a conspicuous place in the political life of the country. Governor Sarles is a Mason, Thirty-third degree; exalted ruler of the Grand Forks Elks, and a Knight of Pythias. He married, in Hillsboro, N. D., 10 Jan., 1886, Anna, daughter of William H. York, of Prescott, Wis. They have four children: Earle Redmon, Doris York, Duane York, and Eleanor Sarles.

TAYLOR, Samuel A., civil and mining engineer, b. in North Versailles township, Allegheny County, Pa., 24 Oct., 1863, son of Charles Thomas and Eliza Jane (Maxwell) Taylor. He was educated in the public schools and at

a private academy. Later he attended the Polytechnic Institute at Pittsburgh, and the University of Pittsburgh (formerly Western University of Pennsylvania), where he was graduated as a civil engineer in the class of 1887. After graduation he entered at once upon his professional career in the Pittsburgh district. In 1887 and 1888 he was draftsman in the structural iron department of the Carnegie Steel Company. From 1888 to 1893 he was assistant engineer of construction for the Pennsylvania Railroad, and from 1893 until 1906 was in the general practice of his profession. He then became consulting engineer and manager of waterworks and coal mining companies. In 1912, in addition to his other work, he was appointed dean of the School of Mines of the University of Pittsburgh, which position he still occupies. Mr. Taylor has demonstrated his ability as an engineer in the great number of mining works which he has constructed, and as the inventor of hydraulic coal-dumping and other machinery. He has been borough engineer of about ten boroughs in Allegheny County, Pa., and has designed and constructed a number of waterworks and sewerage plants. He has served as school director and councilman in the Borough of Wilkinsburg, and is president of the League of Boroughs and Townships of Allegheny County, Pa. He is a member of the American Society of Civil Engineers and the American Institute of Mining Engineers; was president of the American Mining Congress in 1912; president of the Engineers' Society of Western Pennsylvania in 1913; member of various scientific organizations, to which he has contributed a number of papers on subjects pertaining to their work; and an officer in the First United Presbyterian Church of Wilkinsburg. He is also a member of the Duquesne, Press, University, and Penwood Clubs of Pittsburgh. He married 17 May, 1903, Anna J., daughter of James and Mary P. Gilmore, of Wilkins township, Allegheny County, Pa. They have one daughter, Mary Elizabeth Taylor.

Samuel A. Taylor

BUNN, Charles Wilson, lawyer, b. near Galesville, Wis., 21 May, 1855, son of Romanzo and Sarah (Purdy) Bunn. Peter Böhn, his earliest ancestor in America, came from Guelderland, Holland, settled at Germantown, Pa., in 1702, and removed to the Mohawk Valley, N. Y., about 1760. His grandfather, Peter Bunn (b. at Hartwick, N. Y., 15 Aug., 1797), removed to Mansfield, Cattaraugus County, 1832, where he died 1 Nov., 1851. His father, Romanzo Bunn (b. 24 Sept., 1829), removed to Wisconsin, 1854, served there as judge of State courts, was appointed U. S. district judge for the Western District of Wisconsin in 1877, which office he resigned in 1905, and died 25 Jan., 1909. Mr. Bunn received his education in the public schools of Sparta, Wis., the University of Wisconsin (1870-74), and the law school of the university (1874-75). His degrees from the university are B.S. (1874) and LL.B. (1875). He began the practice of law at La Crosse in 1876, as a member of the firm of Cameron, Losey and Bunn; removed to St. Paul, Minn., in 1885, and continued in his profession as a member of the firm of Lusk and Bunn, which in 1890 became Lusk, Bunn and Hadley, and in 1892, Bunn and Hadley. Since 1896 he has been general counsel of the Northern Pacific Railway Company. For many years he has been a lecturer in the law school of the University of Minnesota. He published (1914) a book on the "Jurisdiction and Practice of the Courts of the United States." Because of his thorough knowledge of the principles of the law and the rare ability to discern those upon which a cause finally rests and to present them tersely and clearly, Mr. Bunn is placed by common consent in the foremost rank of the American bar. He is a member of the Minnesota and other clubs of St. Paul; of the University Club of New York, and of the Chicago Club of Chicago. His favorite recreations are flower gardening, golf and fly fishing, especially for salmon. In 1877 he married Mary Anderson, of La Crosse, Wis. They have three children: Helen, Donald C., and Charles Bunn.

FINCH, John Aylard, mining promoter, b. in Cambridgeshire, England, 12 May, 1854, son of William and Sophie (Aylard) Finch, who came to America in 1862, settling in Cleveland, Ohio. He was educated in the parish school of Soham, Cambridgeshire, England, but when he was eight years of age the family emigrated to this country and he continued his studies in the public schools of Cleveland. After leaving school he obtained a position with an iron and steel manufacturing company in Cleveland and afterward engaged in the same line in Youngstown, Ohio. Subsequently he went to Montreal with an importing firm, who imported iron from England. He was next located in Chicago as manufacturers' agent, still continuing in the iron trade. In the spring of 1881 he determined to go West to enjoy what he believed to be better business opportunities than could be secured in the conservative East, and he proceeded to Denver and later to Leadville, Colo., where he spent a year in mining. He then returned to Ohio, but in the summer of 1887 went to Spokane, Wash., and began to acquire mining property in the Cœur d'Alene region of Northern Idaho, with A. B. Campbell. As associates in mining enterprises, Finch and Campbell purchased the Gem mine in the Cœur d'Alene district and then organ-

John A. Finch

ized the Milwaukee Mining Company, in connection with capitalist friends, Mr. Campbell becoming president and Mr. Finch secretary and treasurer of the company. They operated the mine most successfully for more than twelve years, and in 1891 began the development of the Standard mine, which they opened and equipped. Later they opened the Hecla mine, both of which have paid several million dollars in dividends and are still being operated with great profit. Mr. Finch became secretary and treasurer of both companies, and in 1893 the firm extended their operations into British Columbia, going to the Slocan District, where they opened and developed the Enterprise and Standard mines, which are now leading properties of the locality. Finch and Campbell were recognized leaders in the mining and developing in Idaho. The partnership was terminated upon the death of Mr. Campbell in 1912. For many years Mr. Finch has also been a leader and financier in other important business enterprises. He is president of the White and Bender Company and the Cœur d'Alene Hardware Company, both of Wallace, Idaho; president of the Blalock Fruit Company, Walla Walla, and president of the National Lumber and Box Company of Hoquiam, Wash., established in 1901, and considered the largest company in its line in the Northwest. Mr. Finch is a trustee of the Union Trust Company, and also an officer and director in many other important business companies. He is a director of the Country Club, of which he was first president; member of the Spokane Club, and a life member of the Spokane Amateur Athletic Club. He is one of the trustees of St. Luke's Hospital; donated the site for the present hospital, and also the land for the Children's Home. Mr. Finch served as State senator in the first general assembly of Idaho in 1891. He has been a resident of Spokane since 1895. On 3 Sept., 1896, he married, in Chicago, Miss Charlotte R. Swingler, daughter of M. M. and Fannie Swingler, of Spokane.

RICE, Jonas Shearn, banker, b. in Houston, Tex., 25 Nov., 1855, son of Frederick Allyn and Charlotte (Baldwin) Rice. He obtained his early education in the public schools of Houston, and later entered Texas Military Institute, receiving his diploma in 1874. Soon after leaving school, he obtained employment as a railway clerk and followed railroading as a means of livelihood for a number of years. No greater opportunities for success have been offered by any State than in the early days of Texas, and Mr. Rice proved himself capable of grasping them. He gradually became connected with a number of business and financial enterprises of importance. His operations were uniformly successful, and he is now the president of the Union National Bank of Houston, a financial institution of the highest standing throughout the Southwest. Mr. Rice's most striking characteristics and qualities are those of the best type of the strong, courageous men, who by their boundless energy and initiative transformed the prairies of Texas into a populous and prosperous commonwealth. His success has come about as the result of his own persistent industry and business genius. He has for many years been one of the most potent factors in the commercial and financial growth of Houston. He is a Mason and a member of the Benevolent and Protective Order of Elks. He married, in 1888, Mary J. Ross, of Waco, Tex. They have three daughters: Laura Fulkerson, Katherine Padgett, and Lottie Baldwin Rice.

HAMILTON, James McLellan, college president, b. in Annapolis, Ill., 1 Oct., 1861, son of James and Mary (Burner) Hamilton. His grandfather, Thomas Hamilton, came to this country from Belfast, Ireland, about 1800, settled in Beaver County, Pa., and fought in the War of 1812. He was educated in the public schools of Annapolis, and later attended Union Christian College where he received the degree of B.L. in 1887, and M.S. in 1890. He removed to Sumner, Ill., where he became superintendent of public schools. Under his superintendence a system of instruction was created which was recognized as an example for the large cities and towns in that part of the country. In 1889 he was called to Missoula, Mont., remaining in charge of the public schools of the city until 1901, when he was chosen professor of history and economics at the University of Montana. The confidence reposed in him was further demonstrated in 1904, when he was made president of the Montana State College of Agriculture and Mechanical Arts, which position he now holds. He was a member of the Montana State Board of

Education from 1893 to 1901, and is a member of the American Academy of Political and Social Science, Sigma Chi, National Educational Association, American Association of Agricultural Colleges, Mason, Elk, and Odd Fellow. On 6 June, 1888, he married Emma Shideler, of Meron, Ind., and they have two children.

PULITZER, Joseph, journalist and philanthropist, b. in Buda-Pesth, Hungary, 10 April, 1847; d. aboard his yacht, the "Liberty," in Charleston Harbor, S. C., 29 Oct., 1911, son of Philip and Elizabeth Pulitzer. He was educated in his native city where his father was a business man, supposedly of means, but when he died, while Joseph was still a boy, it was found that the estate was very small. In order that he might not be a burden on his mother, Joseph determined to enter the army. He applied to his uncle, who was a colonel

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... ...and Box Company of ... ...Wash., established in 1901, and ... ...sidered the largest company in its ... ...

Joseph Pulitzer

in the Austrian army, but when he was examined as to physical fitness he was rejected because of the defect in one of his eyes. He sought to enter the army which was going to Mexico to fight for Maximilian, but was again rejected for the same reason. He tried to enlist in France and England with the same result. The Civil War was in progress in this country, and he decided to come here. It exhausted his resources to pay his passage, and he landed in Boston, Mass., in 1864 practically penniless. He knew nobody in this country and could speak only a dozen words of English. Within a few days, however, he met a fellow countryman who had just enlisted in a German cavalry regiment then being raised in this city. Men were badly needed in the Union army, and the requirements as to sharpness of vision were not as strict as in time of peace. The young Austrian was enrolled and served to the end of the war in the Lincoln Cavalry, as the regiment was called, part of the time under Sheridan. When he was mustered out at its close in New York City he was still ignorant of English, as his soldier companions had all been of foreign birth and spoke their native languages. Another Austrian who had been his close companion suggested that they go West to seek their fortunes. They went to a railroad ticket office, threw down all the money they had between them, and asked for passage as far West as their capital would take them. It was thus by chance that Mr. Pulitzer went to St. Louis. Their tickets were only to East St. Louis, Ill., across the river from the Missouri city. There was no bridge in those days, but Pulitzer made himself acquainted with the fireman on a ferryboat, and offered to do his firing if he would take him across. He not only got across by this means, but was continued at work as a fireman until he became a stevedore on the wharves of St. Louis. After alternating as stevedore and as fireman on boats plying between St. Louis and New Orleans for some time he had enough money saved to start in business as a boss stevedore in St. Louis. This was his first enterprise, and it was not a success. Its failure left him again penniless, and with his strength diminished. He applied to an employment agency for lighter work, and got a place as a coachman in a private family. Here again his defective vision proved a handicap, and after two weeks he was discharged because his employer feared he would run into something. Pulitzer vainly sought employment in every direction. There was a cholera epidemic in St. Louis and the undertakers were in need of help to bury the hundreds who died. He eagerly took up this work and was soon a foreman supervising the gangs who were digging trenches on Arsenal Island. He went from one humble employment to another until a St. Louis politician, noting his ignorance of American ways, induced him to take a post that no well-informed person would have undertaken. In the reconstruction days, after the close of the war, Missouri was largely in the hands of bushwackers and guerrillas. In order to have the charter of the St. Louis and San Francisco Railroad recorded in each county of the State it was necessary that the papers should be personally filed with the clerk of every county, and it was expected that the man engaged in the task would almost certainly lose his life. Pulitzer realized nothing of this and started off joyously on a horse provided for him. He completed the task and returned to St. Louis still in ignorance of the risk he had run. This experience marked the turning point in his early struggles. It gave him a knowledge which no other man then possessed of the land conditions of every county in the State, and real estate men found his services invaluable. Even during his earlier vicissitudes he had been a voracious reader and eager student and had already begun to study law. This he went ahead with rapidly, and in 1868, four years after he had landed in Boston, he was admitted to the bar. He practiced for a short time, but the profession was too slow for him. He was bursting with ambition and energy and found it impossible to confine himself to the tedious routine of a young attorney. He looked about for some manner of life in which he could bring all his suppressed energies into immediate play. He found it in journalism. He entered journalism at twenty as a reporter on the St. Louis "Westliche Post," a German Republican newspaper, then under the editorial control of Carl Schurz. He subsequently became its managing editor, and obtained a proprietary interest. In 1878 he founded the "Post Dispatch" in that city by buying the "Dispatch" and uniting it with the "Evening Post." He became interested in politics, and was elected to the Missouri legislature in 1869, and to the State Constitutional Convention in 1874. In 1872 he was a delegate to the Cincinnati convention which nominated Horace Greeley for the presidency, and in 1880 he was a delegate to the Democratic National Convention, and a member of its platform committee from Missouri. In 1883 he purchased the New York "World," which, after twenty-three years of existence under various managers, had achieved no permanent success, but which in the hands of Mr. Pulitzer sprang at once into power and popularity, and became one of the most profitable newspaper properties in the United States. He was elected to Congress in 1884, but resigned a few months after taking his seat, on account of the pressure of journalistic duties. During his active business career he was in very truth a "human dynamo." He seemingly never tired in the early days of the "World's" upbuilding. He reached the office in the morning, frequently before any of the members of his staff appeared, and remained after the paper had gone to press, and the last lingering night editor and copy-reader and reporter had departed. Subsequent to his blindness Mr. Pulitzer cultivated an already remarkable knowledge of art and its history, and could talk most ably upon the characteristics and qualities of not only our leading American sculptors and painters, but of the old masters. He was especially fond of portraits of distinguished men, notably those by famous painters. He was also a great lover of music and one of unusual taste and appreciation; he loved to talk on music, and nothing so soothed him as its strains. In his New York, Bar Harbor, and Jekyll Island houses he had among his attendants a skilled pianist,

and devoted sometimes several hours a day to listening to Wagner, whom of all composers he preferred, to Beethoven and other great musicians. By his will Mr. Pulitzer ratified a previous gift to Columbia University of $1,000,000 for the establishment of a school of journalism under an agreement with the trustees of the university, and also ratified an agreement for an additional $1,000,000, and directed that it should be paid by his executors to Columbia University. In his bequest, Mr. Pulitzer expressed the desire that music by Beethoven, Wagner and Liszt, his "favorite" composers, should be largely represented on its program. The Philharmonic Society was organized in December, 1842, when music was in its infancy in this country. At that time Mendelssohn and Meyerbee had just become musical directors in Berlin, Wagner had returned to Germany from Paris, and his "Rienzi" was first given. No one presumes to say in whose mind the idea for the Philharmonic Society originated. But to the organizing ability of Ureli Corelli Hill, a violinist of note, and Anthony Reiff, professor of the Blind Institution, the realization of it is largely due. One of the difficulties which the Society felt most keenly in the early years was the lack of a proper place in which to give their concerts. Several applications to the Legislature to incorporate the Society failed, the second one in 1846, and it was not until 22 February, 1853, eleven years after its foundation, that it finally received its charter of incorporation was stated to be the "cultivation and performance of instrumental music." One of the determining factors in the present security of the Society have been the bequests of the late Mr. Pulitzer. In addition to his bequests to Columbia University Mr. Pulitzer bequeathed $500,000 to the Metropolitan Museum of Art and $500,000 to the Philharmonic Society of New York. The School of Journalism in Columbia University, New York City, on the Pulitzer Foundation, opened 30 September, 1912. On 1 November, 1916, it had in all 180 students, of whom 36 were women. Divided by classes, there were 69 in the first-year class, 43 in the second-year class, 43 in the third-year class, and 25 in the fourth-year class. Of the women who will take their degrees in the School of Journalism, 17 are in Barnard, and 8 of the men at present registered in Columbia College are taking courses in the School of Journalism. Of the first-year class entering in the fall of 1916, 55 are men and 10 are women. Of this number, 43 men entered on examination and 11 under the provision laid down by the late Joseph Pulitzer in his gift, that students of maturity, experience and marked fitness should be admitted without examination. Of the women, 10 entered Barnard College, to be there two years, on examination. Admission without examination, as Mr. Pulitzer expected, has enabled a number of journalists to enter the school. On pursuing courses for two years with credit, these students are admitted to candidacy for the degree of Bachelor of Literature in Journalism. This degree was conferred on 24 graduates in the course at the last commencement of Columbia University; of the fourth-year class, 18 were in the school last year in the third-year class, and 6 are graduates of other colleges. In 1918 the school will be placed on a full professional standing. Five years will be required for a degree from the high school, the first two in college and the last three in the School of Journalism. This will permit the addition of another year of professional study. The total attendance grows steadily year by year and establishes the leading position of the school among institutions of its kind in this or any other country. The number attending is greater in proportion to the number of journalists in the country than is the number attending the law and medical courses in Columbia University in proportion to the number of those practicing law and medicine. In September, 1913, the school entered its new building, for which $500,000 was provided by Mr. Pulitzer's bequest. The building is excellently equipped in every way for training in journalistic work, and contains a reference library, files of a hundred daily papers, American and foreign, and a morgue of 400,000 newspaper clippings made under the supervision of the Director during the last thirty years. No step in professional education has attracted wider public attention or awakened a more general approval in the American press. When Mr. Pulitzer proposed the school twelve years ago its plans, purposes and need were all challenged. From the announcement of the appointment in February, 1912, of its Director, Talcott Williams, formerly of "The New York World" staff and for thirty-eight years in active journalism, to its successful opening and full operation of the school has commanded the confidence of newspapers and journalists. One-third of its teaching staff of twenty-five have been in active service on newspapers. A devoted father, he was deeply interested in the future of his children and in the manner and matter of their education. Mr. Pulitzer was a great journalist, a rarely many-sided man, a curious mingling of qualities, a marvel of the union of physical force and mental energy, with an intellect of rare power and perspicacity. Mr. Pulitzer married 20 June, 1878, Kate Davis, of Washington, D. C.

HILL, John Wesley, clergyman and lecturer, b. at Kalida, Ohio, 8 May, 1863, son of John Wesley and Elizabeth (Hughes) Hill. He comes of a family prominent in the annals of the Methodist Episcopal Church in the United States and England, both his father and his grandfather, Rev. John Hill, having been pioneer Methodist preachers in Ohio, and both enjoying an unusual reputation for pulpit eloquence and patriotic zeal. During his college days, he became a correspondent of several of the leading daily papers of Ohio, and developed such a genius for politics that before he had reached his majority he was in demand as a political speaker in State and national contests. He was educated in the public and high schools of his native State and at the Ohio Northern University, where he was graduated in the scientific department in 1885. Immediately after his graduation, he entered the ministry of the Methodist Episcopal Church. His first pastoral assignment was at Sprague, Wash., where during a year and a half he organized and built up a flourishing congrega-

Mercy Hill

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John Wesley Hill

tion, and became identified with the great moral and spiritual movements which at that time were sweeping over the frontier. Then returning to his native State, he resumed his college work, being graduated in the Ohio Northern University in 1887, and then devoting a year to theological study in Boston University. While in Boston, he was in charge of the Eggleston Square Methodist Episcopal Church, and here again achieved signal success, not only for impressive pulpit oratory, but as a zealous civic worker. Dr. Hill's regular pastoral assignments began with his incumbency of the First Church, Ogden, Utah, where during four years, 1888-92, he divided his efforts between a singularly successful pastorate and unremitting efforts in behalf of bettering the religious, moral, and political conditions existing in Utah. In 1892 he was appointed to the pastorate of St. Paul's Church, Helena, Mont., where he remained two years, going thence to the Fowler Memorial Church, Minneapolis, Minn., which, through his able efforts, was placed on a substantial basis and housed in a beautiful modern church building, costing over $200,000. It is only just to credit Dr. Hill with the founding of this parish, since it is undoubtedly due to his efforts that it was established as one of the largest and most prosperous in the State. It was erected as a memorial to the memory of that godly and scholarly man, Charles H. Fowler. During the next ten years, Dr. Hill was successively pastor of the First Church, Fostoria, Ohio, 1897-99, of Grace Church, Harrisburg, Pa., 1899-1905, and of Janes Memorial Church, Brooklyn, N. Y., 1905-07. In all of these connections, he constantly enlarged his reputation as the determined foe of social and political unrighteousness, also as a powerful thinker and speaker on the great national and world issues of the day. In November, 1907, he entered upon his notable pastorate of the Metropolitan Temple, New York City, where during an incumbency of four years, he built up an entirely new order of institutional church, introducing, among other innovations, a people's forum for the free discussion of the great questions of the day. At these meetings, prominent thinkers and workers in various lines of public effort, political, sociological, and moral, were invited to make addresses, which were followed by questions and discussions. This method of handling live questions proved highly effective in securing the attendance at regular services of many people who otherwise might never attend church, as well as in affording eminent opportunities for presenting the truths of religion and instilling the principles of personal righteousness. It was also a means of directly increasing Dr. Hill's influence in several directions, particularly as an exponent of sound views in the department of sociology. He became conspicuous as an opponent of socialism and similar systems of economics, emphasizing, on the other hand, the necessity of observing the plain teachings of the Christian religion as the panacea for all individual and social wrongs. During his incumbency of the Metropolitan Temple, he perhaps more completely than any other preacher in the American pulpit, demonstrated the intimate relation existing between politics and religion, insisting that patriotism and piety are the poles of real Christianity. In emphasis of this conviction, he carried forward a work of effective evangelism upon the one hand, while upon the other he was ceaselessly insisting upon that exalted patriotism which is at the basis of good citizenship. It may be seen that his is a mission not occupied with theorizing and speculating, but of insistence upon the application of the principles of Christianity to practical affairs, emphasizing the sacramental character of the secular and thereby lifting it into the atmosphere of the spiritual. It is this spirit which, perhaps, more than any other accounts for the interest which the subject of this sketch has always taken in political and civic affairs. In his public school days he had learned to look upon James G. Blaine as an ideal of American statesmanship, and, in 1884, won conspicuous recognition in his speeches in behalf of the Republican presidential candidate. At the close of the campaign, he received a personal letter from Mr. Blaine, thanking him for his able addresses and encouraging him to maintain an interest in the political affairs of the nation. Again, in 1896, he performed signal services in behalf of the election of William McKinley. Before entering that campaign, he preached a sermon from his pulpit in Minneapolis, declaring the Free Silver doctrine an assault, not only upon the integrity of the nation, but upon the citadel of civilization, and calling upon the Christian voter to cast his vote for the maintenance of honesty as the foundation of national stability. During this campaign, he delivered over 300 addresses throughout the Middle West, and during President McKinley's incumbency of the White House, he was one of his most intimate and trusted friends. He was likewise on intimate terms with President Taft, having traveled and spoken with Mr. Taft throughout the country, from his special car, during his candidacy. Dr. Hill is also a favorite speaker and lecturer at Y. M. C. A. and chautauqua gatherings, and one of the widest traveled preachers in the country. In 1900, during his residence at Harrisburg, he was appointed chaplain of the Pennsylvania State senate. Since 1907 he has been past grand chaplain of the Masonic Order of the State of New York. During the summer of 1909, he occupied the pulpit of Marylebone Presbyterian Church, London, England, an invitation to the permanent pastorate of said church having been extended him before returning to his own country. As the result of his activity in these and other lines, his active membership in the National Civic Federation and the American Civic Association, in which he has been a vice-president, Dr. Hill conceived and inaugurated the momentous work of the International Peace Forum, in 1911, and as its first president and active leading spirit, has conducted its work with constantly increasing success and the accomplishment of immense good as a molder of public opinion along lines of political, economic, and social betterment. In the founding and conduct of the Forum, Dr. Hill has been ably assisted by a large and representative body of public-spirited and prominent men, who are heart and soul in favor of the aims contemplated, also possessed of the influence to secure

their wider acceptation. Among such are Andrew Carnegie, ex-President William Howard Taft, John Hays Hammond, Hon. Alton B. Parker, Henry Clews, and others of national and international repute. During 1911-12, Dr. Hill made an extensive tour of the Orient, visiting both China and Japan, and inaugurating a marked and fervid interest in the cause of international peace with the leading men of both countries. As a consequence, a strong branch of the Forum was founded in Japan, with the Marquis Matsukata as honorary president, and the Baron Shibusawa as president of the branch. In China the Hon. Wu Ting Fang, former Chinese minister to the United States, was chosen honorary president. In addition to the efforts of a corps of trained speakers and editors, constantly at work in behalf of the Forum, Dr. Hill himself has appeared and spoken at numerous meetings and public functions, and has been enthusiastically received everywhere. He conducted a debate with Rev. Bouck White, a socialist advocate, on the proposition, "Resolved: that Socialism is a Peril to the State and the Church," and easily out-reasoned his able opponent, who sought to deflect the discussion from the main issue to the proof that the "menace" of Socialism was not aimed at the "ideal Church" or the "ideal State," as he considered them, but against the present order, which, as he argued, had best be done away. Reports of this debate, in which Dr. Hill evidently won the favor of his audience, were widely circulated, and commended in all parts of the world. In 1915 after correspondence and conferences with many of the most representative diplomats, statesmen and men of affairs at home and abroad, believing that the time had come for the Peace Organizations of the World to focalize upon some practical and far-reaching plan to be adopted at the close of the Great European War for the prevention of future wars, Dr. Hill at a luncheon held at the Bankers' Club, New York City, launched the movement which resulted in the organization of the World Court League. At this notable gathering he insisted that every organization and agency enlisted in the cause of peace should unite in the creation of world sentiment for the organization and administration of an International tribunal for the Judicial Settlement of International Disputes. It is a noteworthy fact that the first national step taken in this direction was in May, 1915, at Cleveland, Ohio, in Gray's Armory, where for three days a World Court Congress, organized by Dr. Hill and attended by 1,500 representatives of all the Peace Societies and most of the Civic, Patriotic and Educational Institutions of the country, was conducted. During these three epochal days the various phases of Internationalism were discussed by the most representative men of the nation, which resulted in a resolution indorsing the World Court idea and the appointment of a committee to effect a permanent organization. The following fall in pursuance of the resolution adopted at the Cleveland Congress, Dr. Hill called a conference which was attended by representatives from throughout the entire country and which resulted in the organization of the World Court League, with headquarters in the Equitable Building, New York City. As General Secretary of this organization, Dr. Hill immediately caused the merging of the Peace Forum into the new organization, changed the name of its monthly magazine from "The Peace Forum" to the "World Court" and within less than six months after its organization planned and brought to pass the second National World Court Congress, which was held in the early part of May, 1916, in Carnegie Hall, New York City. Following the Congress, Dr. Hill addressed mass meetings throughout the country in behalf of the cause and organized the movement in a number of States. Having thus realized his ambition in the successful organization of a constructive peace movement, destined to wield a wide influence upon the international relations of the future, particularly in the maintenance and preservation of international peace, in November, 1916, at the earnest solicitation of the Trustees of the Lincoln Memorial University, established at the suggestion of Abraham Lincoln, through the agency of General O. O. Howard, at Cumberland Gap, where the States of Kentucky, Virginia and Tennessee intersect, Dr. Hill accepted election to the Chancellorship of the University and is at present leading in the great movement to establish this appropriate educational monument to the memory of Abraham Lincoln. He has already advanced far toward securing an adequate endowment for the University, after which it is his plan to add a number of much-needed buildings, together with all necessary equipment, for the efficient administration of an educational institution covering the entire field of education, permeated with the spirit of the great Emancipator and dedicated to the maintenance of American democracy. Personally, Dr. Hill is a forcef l and convincing speaker, a tireless worker and able executive, a splendid organizer, who is able to enlist the co-operation of prominent men, he is of that type of man who is able to inaugurate and carry forward a mighty movement for the betterment of the world and the permanent benefit of the human race. The degree of D.D. was conferred on Dr. Hill by the Ohio Northern University in 1892 and LL.D. by the Upper Iowa University in 1908. Dr. Hill has been married twice. To his first marriage were born three children, all living, John Warren, Ruth Elizabeth, and Charles Fowler.

LOCKWOOD, George Roe, physician, b. in New York City, 7 March, 1862, son of George Roe and Mary Elizabeth (Bigelow) Lockwood. He was graduated A.B. at the College of the City of New York in 1881, after which he entered the College of Physicians and Surgeons (Columbia). On receiving the degree of M.D. in 1884, he established himself in practice in New York City, where he has risen to eminence. He has been chosen attending physician at Bellevue Hospital, City Hospital and the Colored Hospital, Clinic assistant at the Vanderbilt Clinic and pathologist at the French Hospital. In 1906 he was elected to fill the chair of clinical medicine at Columbia, and is also professor of practice of medicine at the Women's Medical College of the New York Infirmary. Among his contributions to medical literature are the "Practice of Medicine" (New York, 1896), and "Diseases of the Stomach" (New York, 1906). The latter

is a classic on the subject, which is his specialty. The methods of treatment which he has introduced are important in the history of medical science. He is a member of various medical and scientific societies, including the County Medical Society, Clinical Society, Academy of Medicine, American Pathological Society, and Alpha Delta Phi. He is also a member of the Century, University, Tuxedo and Riding clubs of New York. Dr. Lockwood was twice married; first, to Miss Dennett, 3 Nov., 1893; second, 5 June, 1913, to Miss Louise A Doble, of Montreal.

DEWEY, Harry Pinneo, clergyman, b. in Toulon, Ill., 30 Oct., 1861, son of Samuel Mills (1823-66) and Cornelia (Phelps) Dewey. His father was a successful merchant and banker, and a prominent citizen of Toulon. His earliest American ancestor was Thomas Dewey, who emigrated to this country from Sandwich, England, in 1630, settling in Dorchester, Mass., later removing to Windsor, Conn. The line of descent is then traced through Josiah Dewey (1641-1732); Josiah Dewey (2d) (1665-1750); William Dewey (1692-1759); Simeon Dewey (1718-57); William Dewey (1746-1813); and Andrew (1789-1854) and Harriet (Pinneo) Dewey, who were the grandparents of Harry P. Dewey. On his maternal side he is a descendant from Myron Phelps, one of the pioneers of Illinois, who was a great friend of the Indians and highly esteemed by the early settlers of that State. Harry P. Dewey was educated in the public schools of Toulon, Ill., at Wheaton College, Ill., and at Williams College, where he was graduated in 1884. Having determined to give himself to the service of the Church, he entered the Andover Theological Seminary, graduating in 1887, with the degree of B.D. On 12 Oct., of that year, he was ordained to the ministry at Concord, N. H., and soon after became pastor in the South Congregational Church in the city. While pastor of this church, Dartmouth College conferred upon him the degree of doctor of divinity. In 1900 he was called to the pastorate of the Church of the Pilgrims, Brooklyn, N. Y., succeeding the late Dr. Richard Salter Storrs. Since 1907 he has been pastor of Plymouth Church, Minneapolis, Minn. Dr. Dewey in his successive pastorates has shown himself an eloquent orator, a devoted minister, and influential citizen. At Concord, N. H., his first pastorate, he took highest rank as a preacher, was beloved by all the people, and declined several calls to larger churches. At Brooklyn, N. Y., he maintained a high standard of preaching, and won the affections of all. After a few years he went to Minneapolis to become pastor to the largest Congregational Church of the Northwest. He has the charm, facility, and dignity of true oratory. A vein of originality and suggestiveness runs through his sermons. With the old-time appeal to conscience, he combines spirituality, vision, imagination, the spiritual things which are spiritually discerned. The growth of his Church in Minneapolis, Minn., has more than kept pace with the growth of the city. Dr. Dewey is a favorite preacher at colleges and universities in the East and in the West, and holds positions of important trust in educational institutions and in missionary societies. While in Concord he was for several years a member of the board of education, and during his residence in Brooklyn he was president of the Union Missionary Training Institute, a member of the board of directors of Brooklyn Heights Seminary, of the Brooklyn Eye and Ear Hospital, and of the Long Island Historical Society. He was at one time a member of the executive committee of the Congregational Home Missionary Society and later served as a member of the board of directors of that organization. He is now a member of the board of trustees of Williams College, of Carleton College, and of Andover Theological Seminary, and vice-president of the American Missionary Association. Dr. Dewey was chaplain of the National Guard of New Hampshire from 1903 to 1908. He has honorary membership in the Rembrandt Club of Brooklyn, the Williams Club of New York, and the Winthrop Club of Boston, and is an active member of the Skylight Club of Minneapolis. On 4 June, 1889, he was married to Elizabeth Fearing Thatcher, daughter of Franklin N. and Eunice N. Thatcher, of Newton Centre, Mass., and to them have been born five children: Thatcher (d. in 1899), Elizabeth Phelps, Eleanor Hale, Cornelia, and Margaret.

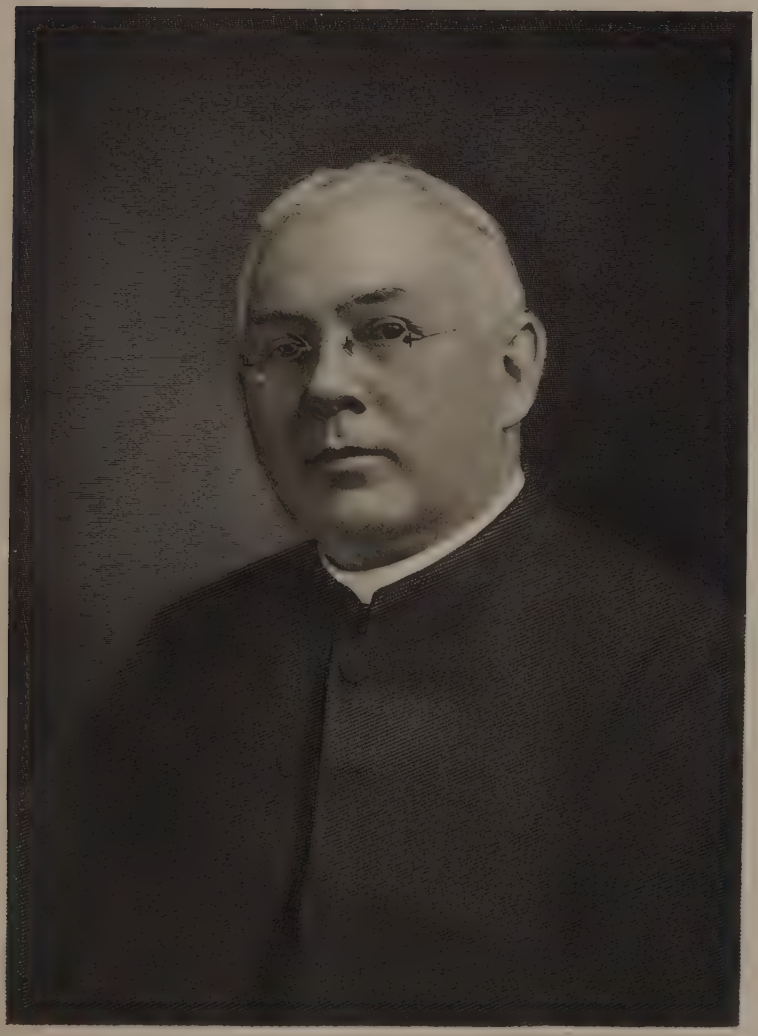
H. P. Dewey.

JACKSON, George Washington, engineer, b. in Chicago, Ill., 21 July, 1861, son of Thomas and Alice Jackson. He was educated in the public schools of Chicago and at Oxford, England, where he completed his studies in 1883. Subsequently he began the practice of his profession, and within a few years had established a large and lucrative business. In 1893 he was appointed consulting engineer for the city of Chicago in its effort to improve railway conditions. His unflinching devotion to his responsibilities gained for him the contract for the construction of a freight subway system, an undertaking which involved many intricate problems in engineering. In a radius of one and a half square miles within the city there were thirty-eight railway stations, where nearly 200,000 tons of freight were handled each day. This resulted in great congestion in the streets previous to Mr. Jackson's suggestion for a series of concrete tunnels. It was proposed, at the time, to have spur tracks run from the basements of the leading warehouses and stores in the city; coal-carrying and ash removal devices, and equipment for handling the U. S. mail. The entire plan was carefully worked out and revealed considerable genius and constructive ability. The tunnels which were built under his direction are inclosed in a concrete shell fourteen inches thick at the bottom and at the sides, which curve to the center overhead

in the shape of a parabola. The dimensions of the tube are twelve feet nine inches in height and fourteen feet in width for the trunk lines, and seven feet six inches by six feet for the branch lines. Four years were required to complete the work, and the tunnel was opened for traffic in August, 1905. Mr. Jackson is a leading authority on cement construction in the United States, and the inventor and owner of patents on interlocking steel sheeting. His experience and wide knowledge of tunnel construction secured for him the confidence of public officials and business men, and many important contracts were given him. Prominent among them are: Strickler Tunnel through Pike's Peak, 6,642 feet; the Polk Street Water Tunnel, Chicago, 6,290 feet; Section No. 3 of the Southwest Land and Lake Tunnel; 28,350 feet of eight-foot tunnel for the Department of Public Works, Chicago; the water pipe tunnel, Chicago River, at Diversey Boulevard, Chicago; the Wentworth Avenue Drainage System, Chicago, length 36,660 feet, average cut thirty-three feet; Blue Island Avenue Land Tunnel; the Dearborn Street Bridge for the Sanitary District of Chicago; the Randolph Street Bridge; the foundation of the Halsted Street Bridge, Chicago; fifty-five miles of subway, Illinois Tunnel Company, Chicago; Loomis Street and Harrison Street Bridges, Chicago; 94,000 feet of pneumatic tube system, Associated and City Press of Chicago; Sacramento Avenue Subway, Chicago; electric light conduit systems for the South Park Board and the West Park Board, Chicago; conduits for the Chicago Telephone Company, Chicago Edison Company, Postal Telegraph Company, Western Union Telegraph Company, Central Union Telegraph Company, Columbus, Ohio; North Pier, Chicago; North Avenue Bridge, Chicago; two miles of canal feeder for the Illinois-Mississippi Canal; forty-six miles track trolley and drainage system, Chicago Subway Company; sixty miles of drainage system, Chicago; and several important tunnel and conduit systems at various places in Indiana, Iowa, and Ohio. Mr. Jackson is now president of the George W. Jackson, Inc., general contractors of Chicago. He is a thirty-second degree Mason, a Shriner, a Knight Templar, an Elk, a member of the Western Society of Engineers, the Chicago Automobile, Chicago Athletic, Chicago Technical, and Chicago Press Clubs; the Illinois Athletic Club, South Shore Country Club, and the Academy of Sciences.

DALY, John Michael, inventor and railroad official, b. in Peoria, Ill., 18 June, 1860; d. in Chicago, Ill., 23 Nov., 1916, son of James and Bridget (Mulligan) Daly. His father, James Daly, was born in Ireland and came to this country in April, 1849, settling at once in Peoria. Here he engaged in the stove business until his death, in 1871. Young Daly spent his boyhood in his native city, acquiring his education in the public schools. On leaving grammar school he immediately began his railroad career, his first position being that of clerk in the car accountant's office, in the employ of the Toledo, Peoria and Western Railroad. Here he remained for four years, making rapid advancement, until 1878, when he accepted a more promising position with the Wabash, St. Louis and Pacific Railroad, still in a clerical capacity. During the next five years, with the restlessness of an ambitious youth, he made several changes, first going over to the A. T. S. and F. Railroad, later to the Chicago and North Western Railway. In 1884 he became trainmaster with Chicago, St. Paul and Kansas City Railroad, shortly afterward becoming car accountant. In 1887 he was offered a similar position, though on better terms, with the Nickel Plate Railroad. He was still holding this position, with the Illinois Central Railroad, in 1892, when he was promoted to the position of superintendent of transportation, in the employ of the same company. With this railroad he remained seven years longer, in the same capacity, when he went over to the Delaware, Lackawanna and Western Railroad, where he remained for two years, still as superintendent of transportation. In 1901 he began some special work for the Intercolonial Railroad Company, in Canada. Not long afterward he became general manager of the Cape Breton Railway. In 1902 he returned to the Illinois Central Railroad as superintendent of transportation, being made general superintendent of transportation soon afterward. During this later period Mr. Daly became interested in attempting to devise a freight car in which a greater number of automobiles could be transported and more easily handled than in the ordinary type of car. Finally seeing success in sight and wishing to give more time to the perfecting of his invention, he resigned from his position with the railroad, in 1915. Having secured his patent, he organized the Motor Car Transportation Company for the purpose of commercializing his patent, the company manufacturing his special freight cars and leasing them to the automobile manufacturers. Of this corporation he was president at the time of his death. Mr. Daly was also the inventor of a machine which computes tonnage of freight cars so accurately that it is possible to regulate the haul of a locomotive without danger of overtaxing its power. This invention is now in use among a number of railroad companies. Another one of his inventions used by a number of railroads was a board upon which the location of all freight cars on the railroad could be seen at a glance. He was also the originator of the per diem charge on freight cars, a method now universally in use by all the railroads. Mr. Daly was one of the most capable railroad men of the country, but he was especially expert in the mechanical details of road management. As a business man he proved himself no less capable, being possessed of a critical judgment, with which he combined a tireless persistency and an indomitable energy. In the business world he soon acquired a reputation for sterling integrity and fair dealing. On 20 June, 1889, Mr. Daly married Cora Sours, the daughter of Samuel Sours, a prominent stove manufacturer, of Peoria, Ill. They have had one son and one daughter: Raymond and Marion Daly.

OLCOTT, Eben Erskine, mining engineer, b. in New York, N. Y., 11 March, 1854, son of John N. and Euphemia Mason (Knox) Olcott. His earliest American paternal ancestor was of English origin and came to this country early in the seventeenth century and settled in Hartford, Conn., his descendants later intermarrying with Knickerbocker stock of New



H. Herbert Burke

York. Mr. Olcott's maternal great-grandfather was John M. Mason, the distinguished Presbyterian divine, at one time provost of Columbia College. His boyhood was spent in his native city, where he attended Public School No. 35, of which Thomas Hunter was the distinguished principal. Later he entered the College of the City of New York and graduated from Columbia School of Mines in 1874. His first employment was as chemist with the Ore Knob Copper Company in North Carolina. He did not remain long in this position but accepted the position of assistant superintendent with the Pennsylvania Lead Company, Pittsburgh, Pa. In 1876 he went to the Orinoco Exploring and Mining Company, which carried on extensive operations in Venezuela and, after serving a brief period as assistant superintendent, became superintendent. After a three years' stay in Venezuela he returned to the United States and was for some years connected with large mining enterprises in Colorado, Utah, Nevada, and California. From 1880 to 1885 he was superintendent of the St. Helena Gold Mine in Mexico, then, in 1885, returned to New York where he opened an office as a consulting engineer. During this period he went on some very important missions to South America in behalf of large mining investors, one of the most notable of these being his investigation of the Cerro de Pasco silver mines of Peru, which was made under the auspices of the Peruvian government in connection with the famous Grace contracts. Mr. Olcott then made a series of explorations in South America which covered the district from which the Incas had anciently obtained their supplies of gold. To reach this region he crossed the Andes to the headwaters of the Amazon, spending several months examining the gravel deposits. Two years later he examined the rich Huantajaya silver mines in Chili. In 1895, on the death of Charles T. Van Santvoord, he was made general manager of the Hudson River Day Line, which was founded and built up by Commodore Alfred Van Santvoord, a prominent figure in the navigation of the Hudson River. Mr. Olcott, with his partner Mr. C. R. Corning, still keeps up his connection with mining and has interests in Idaho. Under Mr. Olcott's management this line experienced a rapid and almost phenomenal development, made obvious by the fact that when he came to the line the daily carrying capacity was only 4,000, whereas it is now 19,550 passengers. The fame of the company has become almost as widespread over the country as is the fame of the river itself on which it operates its four great steamers, "Hendrick Hudson," "Robert Fulton," "Albany," and the "Washington Irving." This latter vessel, the largest and most magnificently fitted river steamer in the world, was put into commission in 1913, on the occasion of the sixtieth anniversary of the founding of the line. With a length of 420 feet and a beam over the guards of 86 feet, with five decks and a carrying capacity of 6,000 passengers, she created a memorable sensation on her appearance on the same river on which Robert Fulton first sailed the famous "Clermont." Under favorable conditions her mammoth engines are able to drive her up and down the river at the rate of twenty-four miles an hour. Eight Scotch boilers, with the Houden system of forced draught, supply steam at 170 pounds pressure to the three-cylinder compound condensing engines. These powerful engines turn two steel feathering wheels, each about twenty-five feet in diameter by seventeen feet wide, having nine great movable steel buckets, or paddles, which enter and leave the water with practicably no jar or vibration. Every device known to present-day engineering and a number of new ideas were utilized to make the vessel a model of completeness and safety. The entire ship is of steel, as far as practicable, the decks being all supported by a rigid network of steel stanchions, girders, beams, and bulkheads. The main passenger cabins are fitted out luxuriously and decorated with paintings illustrating historic scenes, which have occurred along the banks of the famous river and of the "Alhambra" and other illustrations of the works of Washington Irving. First attracted by the natural beauties of the Hudson shores, tourists in multitudes are now attracted quite as much by the luxurious comforts of the day trip between New York and Albany on board this palatial steamer and its sister ship, the "Hendrick Hudson," launched several years earlier. It has now become a fixed habit of transcontinental travelers to leave the train at Albany and finish their trips on the Day Line steamers, the water trip along the Hudson being one of the objects of interest of every Westerner making a tour of the East. Aside from the building of these two steamers, under plans of the naval architects, Frank E. Kirby and J. W. Millard, and George A. White, Mr. Olcott has regulated the efficient workings of the company's steamers up and down the river with an executive ability that is visible even to the casual observer. His capacity for quickly grasping technical details was developed by his early experience as a mining engineer and is in a large measure accountable for his wonderful development of the steamship line which has become famous throughout the country. His ability for large scale administration, as well as his expert knowledge of river transportation problems, made him a very valuable member of the committee in charge of the recent Hudson-Fulton celebration held in New York, and he was the chairman of the committee which built a duplicate of Fulton's original "Clermont." At the close of this celebration the Day Line purchased this replica and placed it at Kingston Point. In 1884 Mr. Olcott married Kate Van Santvoord, daughter of Commodore Van Santvoord, founder of the Hudson River Day Line and a great-granddaughter of Colonel Quackenbush, of Revolutionary fame. The oldest son of this marriage, Alfred Van Santvoord Olcott, has just been

made general manager of the Day Line, the subject of this sketch continuing to hold the position of president.

BURK, Jesse Young, clergyman, b. in Philadelphia, Pa., 15 Sept., 1840; d. at Philadelphia, 13 Oct., 1904, son of Isaac and Mary Jean (Briggs) Burk. The family is of English extraction, the first of the name to come to this country having been Rowland Burk, who settled in Delaware County, Pa. His father was a merchant in Philadelphia, an eminent botanist, member of the Academy of Natural Sciences, and the donor of a herbarium to the University of Pennsylvania. Jesse Young Burk obtained his early education at the grammar schools of Philadelphia and the Episcopal Academy of that city. After thorough preparation he entered the University of Pennsylvania, and was graduated B.A. in 1862. In 1903 he was awarded the degree of S.T.D. by the University of Pennsylvania. After his graduation from the University Dr. Burk entered the Philadelphia Divinity School of the Protestant Episcopal Church, and was graduated in 1865. In the same year he received from his *alma mater* the degree of Master of Arts, and delivered the first of the Masters' orations, which became a feature of the annual commencements. During his under-graduate years he organized the Monks of Meerschaum, a society of scholars and artists which has endured for more than fifty years without constitution or by-laws. The Civil War broke out when Dr. Burk was preparing to take up the study of theology, and later he was drafted. Acting upon the advice of his friends he sent a substitute, but later when Lee invaded Pennsylvania and a call was made for State troops Dr. Burk joined a company of theological students which became a part of the Corn Exchange Regiment under command of Colonel Thomas. Upon his graduation from the Divinity School Dr. Burk was ordained deacon and became assistant to the rector of the Church of the Evangelists, Philadelphia. In the following year he was advanced to the priesthood, and accepted the rectorship of St. James Church, Downington, Pa. In 1870 he resigned this rural parish to become the rector of Trinity Church, Southwark, Philadelphia. During his rectorship Dr. Burk was in constant demand as a preacher and lecturer. He wrote his sermons while the sunfish watched him from the aquarium and his pet alligator waited patiently for his notice. In 1878 he removed to New Jersey, taking the old colonial parish of St. Peter's Church, Clarksboro. Here he found real happiness in the freedom of the woods and fields, and the comradeship of his people. He soon became the beloved and honored friend of the whole countryside, and his humble home became the center of the religious and social life of the community. He mended the clocks and sewing-machines, painted the signs, shot the pigs, and taught and inspired his neighbors. Of a summer evening a score of barefoot boys would sit on the steps to listen to his nature talks, or hear him tell of the prehistoric Indians who hunted and fished around their home sites. He was pastor of the people, and men and women of all faiths looked to him for counsel and comfort. His table talks were a liberal education, the delight of the scientist, the litterateur or the villager, and were most valuable in the training of his three boys. To these he was always the chum. He taught them to shoot and swim and skate, and made them love the great world in which they lived and to glory in it. No honors nor emoluments could induce him to leave his little flock, and when in 1882 he was elected the Secretary of the University of Pennsylvania he accepted the office on the condition that he might retain the rectorship of his parish, which he did to his death. Dr. Burk took up his duties as Secretary of the University with an enthusiasm which never wavered, and in his new office won the honor and love of an ever-growing host of friends among professors and students. His office became the popular rendezvous of the members of the faculties and he was said to be the only man in the University who could talk with intelligent understanding and appreciation on every subject taught in the University. Dr. Burk was the author of the Pennsylvania system of academic costumes adopted by the University in 1887. He was a master of the English language, and his letters and notes were treasured for their literary charm. In the pulpit and on the lecture platform Dr. Burk informed and inspired his hearers. Clear in thought, convincing in argument, polished in diction, poetic in spirit, his lectures and sermons were delivered with a voice of remarkable power, and made a lasting impression upon his hearers. Through all his work was felt the charm of his delightful personality. He was a member of the Phi Beta Kappa, the Gloucester County Historical Society, and the American Philosophical Society. Dr. Burk married in Philadelphia, 19 June, 1866, Gertrude Hele, daughter of James Hele, a well-known bookseller of Philadelphia. There were three children: Rev. William Herbert Burk, B.D., Dr. Charles Meredith Burk, and Rev. Edmund Burk, B.A.

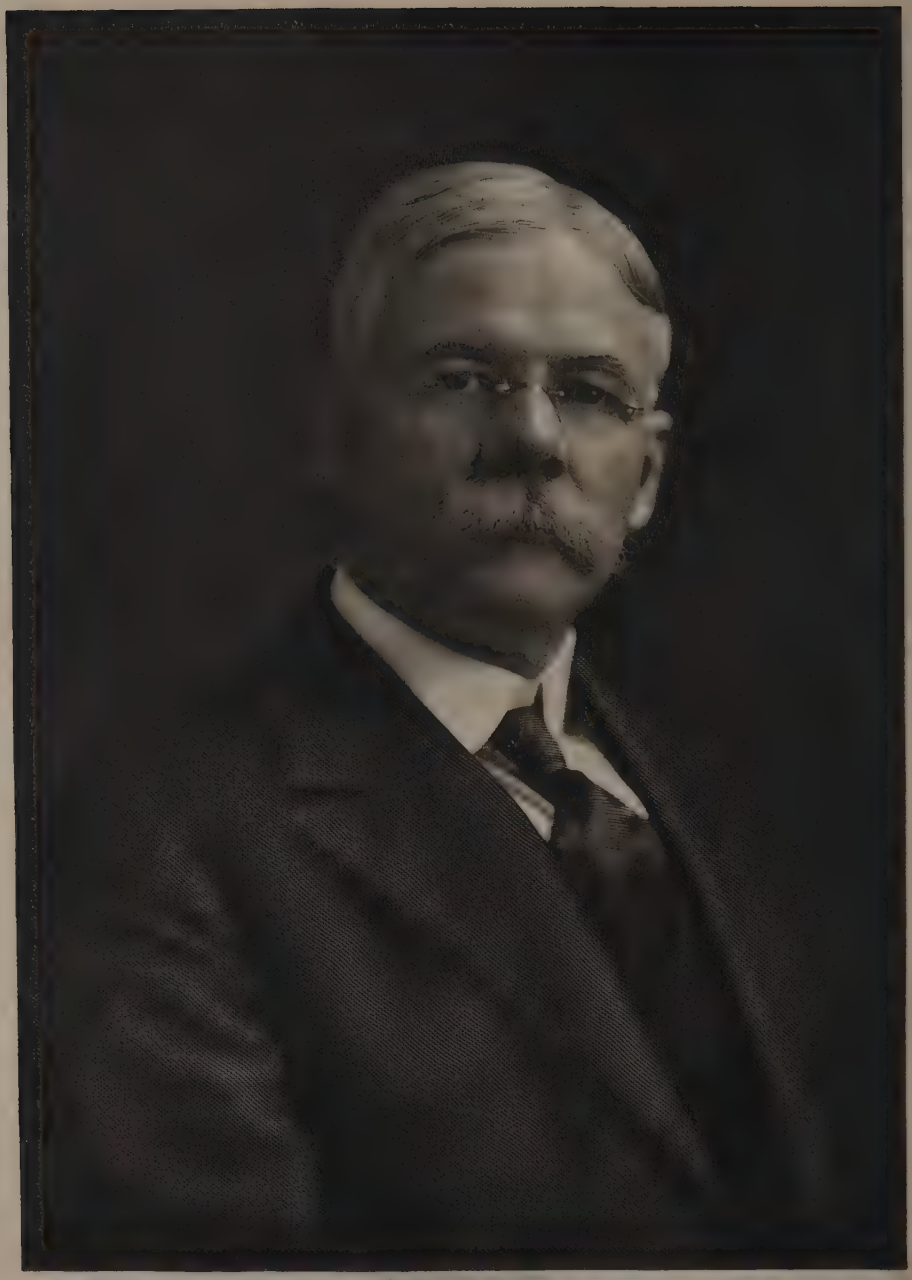
BURK, William Herbert, clergyman, educator and curator, b. in Philadelphia, Pa., 23 April, 1867, son of Rev. Jesse Young (1840-1904) and Gertrude (Hele) Burk. His father was a distinguished clergyman and educator and he enjoyed exceptional educational advantages, attending the public schools of Philadelphia until the removal of the family to Clarksboro, N. J., when he went to the village school. Upon the election of his father as Secretary of the Board of Trustees of the University of Pennsylvania, he entered the Episcopal Academy, Philadelphia. Upon his graduation from this Academy he entered the University of Pennsylvania, from which institution he was graduated with honors in 1890 with the degree of Bachelor of Arts. In addition to the formal education of the schools Mr. Burk had the advantage of a broad training in natural science in companionship with his grandfather, Isaac Burk, the eminent botanist, and his father, a born teacher and a devoted lover of Nature, and a teacher of natural history. The chance finding of an Indian battle-axe by his father awakened an interest in archæology, and father and son spent happy hours together tramping over the fields far and wide collecting specimens and making notes of their discoveries. From his father he also received the careful mental training which has fitted him for his work as an edu-

William Thaw

cator and leader of men, as well as that large vision of life which gave him many interests and broadened his sympathies. When only sixteen years of age he was made the superintendent of his father's Sunday-school, and thus began his long service in this educational field. Five years later he began his missionary career, being sent by Bishop Scarborough to take charge of St. Barnabas Mission at Mantua, N. J. He continued in this field until the demands of his college work compelled him to relinquish the post. Having looked forward from childhood to the ministry he became a student in the Philadelphia Divinity School of the Protestant Episcopal Church, and upon the completion of his course in that institution was given the degree of Bachelor of Divinity by the University of Pennsylvania. On 25 May, 1893, he was ordained deacon by the Right Rev. John Scarborough, D.D., in his father's village church, his father presenting him, and preaching the sermon. He was assigned to duty at the Church of the Ascension, Gloucester City, N. J., serving first as minister-in-charge and after his advancement to the priesthood, 21 May, 1894, as rector. During his brief pastorate he built up the congregation, and erected a stone parish house. He was elected assistant minister in St. John's parish, Norristown, Pa., and entered upon his new work 1 Sept., 1894. His work included services in the mother church, and the care of two missions. One of these, All Saints, developed so rapidly that in three years it became an independent parish, the Rev. Mr. Burk serving it first as minister-in-charge, and later as rector. The next thirteen years saw a phenomenal growth in the parish, both in material resources and spiritual power. A stone rectory and parish house were built and the church enlarged to more than twice its size. Mr. Burk's ability as an educator was clearly shown in the transformation of the Sunday-school, which was organized as a graded school 27 Nov., 1897, the first of its kind in the Diocese of Pennsylvania, and to the end of Mr. Burk's rectorship one of the model schools of the country. The Rev. Mr. Burk's greatest claim to distinction is his work at Valley Forge. In a sermon preached in All Saints' Church on Washington's Birthday, 1903, he suggested the erection of a chapel at Valley Forge in memory of Washington, and on the 125th anniversary of the Evacuation of Valley Forge the corner-stone was laid. At his request the design for the memorial group was selected by the University of Pennsylvania and Mr. Milton B. Medary's design was accepted. Mr. Burk established a mission at Valley Forge and for eight years fostered this work and continued his labors in Norristown, until 15 June, 1911, when he resigned the parish which he had established and became rector of the new and feeble parish at Valley Forge. While only a part of Mr. Burk's great dream is realized, he has given to the Nation in the completed Washington Memorial Chapel what has been aptly termed "The American Westminster," a most inspiring memorial to Washington and the heroes of the Revolution. Mr. Burk has woven into this shrine the finest spirit of American patriotism as well as a fund of history. As a part of this great national memorial Mr. Burk has founded the Washington Memorial Library and the Valley Forge Museum of American History, of which he has been the curator since its foundation. For this position he is peculiarly fitted both by his early preparation and by his studies of American life and history, and of the Museums of Europe. To his work he has brought a deep love of his country and a rare executive ability, as well as an enthusiasm which his friends declare is contagious. His work is evidence of his indefatigable endeavor, patience and good humor,—the qualities which count for his success as a teacher, preacher and organizer. Since 1910 he has been Dean of the Convocation of Norristown, and among his works in this capacity was the organization of Trinity Mission, Gulph Mills, of which for nearly two years he served as minister-in-charge in addition to his duties at Valley Forge. Mr. Burk is a member of the Board of Religious Education of the Diocese of Pennsylvania; has been instructor in Religious Pedagogy in the Church Training and Deaconess House, Philadelphia, since 1915; and is well known as an author and lecturer. Among his books, which are regarded as authoritative in that line of research, are the following: "Washington at Valley Forge," written in 1905; "Historical and Topographical Guide to Valley Forge," 1905, 1910, 1912 and 1916. He has also written much along religious and educational lines; is the author of "The Christmas Ship," 1914; "The Church Handbook for Teachers' Training Classes," "Religious Pedagogy" and "The Prayer Book and Church Worship," 1914, 1916. Mr. Burk holds a membership in the Historical Society of Pennsylvania, Montgomery County Historical Society, and is honorary member of the Gloucester County Historical Society, N. J., is a member of the City Club of Philadelphia, is an honorary member of the "Old Guard," City of Philadelphia, and is honorary chaplain of that organization. He married in Woodbury, N. J., 25 Sept., 1894, Abbie Jessup Reeves, daughter of Joseph L. Reeves, of Woodbury, N. J., a prominent citizen and banker of that place. She died 17 Dec., 1907. On 15 April, 1912, he married at Valley Forge, Pa., Eleanor Hallowell Stroud, daughter of the late Rev. George Daniel Stroud of West Pittston, Pa.

THAW, William, IV, aviator, b. in Pittsburgh, Pa., 10 Aug., 1893, son of Benjamin and Elma Ellsworth (Dows) Thaw. He is a direct descendant of John Thaw, who lived in Philadelphia during the eighteenth century, dying there in 1795, and of Thomas Holme, first surveyor of Pennsylvania, who laid out the site of Philadelphia; also collaterally of Robert Fulton, whose sister Mary, wife of David Morris of Washington, Pa., was grandmother to his grandmother Burd Blair, first wife of William Thaw I, through whose friendship and support Samuel Pierpont Langley, the acknowledged pioneer of aeronautics, was enabled to carry out his early studies in the science of flight, while Director of the Allegheny Observatory at Pittsburgh. Mr. Langley and Lieutenant Thaw's mother had a common ancestor in the person of Thomas Dowse, an early benefactor of the Boston Athenæum. Mr. Thaw's father, Benjamin Thaw, was one of the leading coke manufacturers of Pennsylvania, but has since retired. Young Thaw spent most of his

boyhood in the city of his birth, where he attended public and private schools. He graduated from the Hill School, Pottstown, Pa., in June, 1911, and after two years at Yale University, decided to cut short his college career and devote himself to the development of mechanical flight. In the summer of 1913 he enrolled himself as a pupil in the Curtiss Aviation school at Hammondsport, N. Y., where in a remarkably short time he distinguished himself as one of the most expert and skillful fliers among the students. It was only three months later, in October, 1913, that he and Steve Mac Gordon, another ambitious young aviator, performed a feat which attracted country-wide attention in the press. Starting from Newport, R. I., they flew to Staten Island, N. Y., in a hydroplane and, approaching their destination along the East River, successfully passed under the four great bridges spanning the river, something which had never before been attempted. During the following winter young Thaw was flying his hydroplane down in Florida, at Palm Beach, at the same time experimenting in the application of a special stabilizing device invented by his younger brother, Alexander Blair Thaw II, who in July, 1917, went to France, a first Lieutenant in the aviation section, Signal Corps, U. S. Reserve. Early in the spring of 1914, they both went abroad and continued their experiments at Juan les Pins, on the Mediterranean, with a hundred horsepower Curtiss hydroplane, their intention being to compete for a prize which the French Government was offering for safety devices. Then came the sudden outbreak of the war, and even flying was relegated to the background when young Thaw's enthusiasm was aroused by the issues of the conflict in favor of the Allies. He sought to enlist in the French army as an aviator, but was refused, and then, two weeks after the first shot was fired, enlisted in the Foreign Legion as a private. With this body of troops he remained until the following December, being promoted, first to the rank of corporal, then to that of sergeant. Meanwhile, eager to devote his best abilities to the cause in which he had enlisted, and believing he could serve it more effectively as an aviator than in an infantry regiment, he again made application for admission into the aviation corps. After some difficulty, on 23 Dec., 1914, Thaw was transferred to the aviation corps, being the first American to enter this body. The story of the remarkable exploits of Thaw and his American associates, who joined him later, will undoubtedly remain one of the, if not the most, picturesque and exciting features of the history of this, the greatest of all wars of all history. While warfare on the ground had been reduced to the level of a series of vast manœuvres in which individuals were sunk in the mass movements of great bodies of men, fighting by machinery rather than by personal prowess, the old-time element of hand-to-hand encounter suddenly re-emerged through the aviation corps which were attached to all the armies engaged in the fighting, with all its old romantic picturesqueness heightened, rather than lessened. While vast throngs of men below charged each other in mass formation, or merely discharged high-power firearms and artillery at each other from behind massive fortifications, high up in the air single individuals met each other, like the knight errants of mediæval history, in the shock of personal encounter. Small wonder that this feature of the fighting attracted popular interest to a degree out of all proportion to the relative number of men engaged. More space in the press was devoted to the exploits of the members of the aviation corps than to the movements of whole army corps, and individuals were distinguished by their actions as not even the generals in the fields below were distinguished. Into this body of warriors of the air young Thaw entered as the first representative of the United States. With how high degree of credit he assumed and maintained this honor may be inferred from the fact that a few months later he was made a commissioned officer in the Aviation section of the French Army, a distinction which has not yet been shared by any other American. From the very beginning Thaw showed himself not only an expert flier, but a determined and valiant fighter. Very seldom was a week to go by in which his name was not mentioned in the official despatches in connection with some striking exploit. At first he was assigned to observation service in a Caudron biplane. Soon he was given a Nieuport machine, the very highest type of avion de chasse, and more important and perilous work was in view at Verdun itself. Meanwhile other Americans, inspired by Thaw's example, came forward to volunteer as aviators. Thaw, together with several other Americans then in Paris, then proposed that a separate unit, or squadron, of the French Aviation Corps should be organized, to be composed entirely of Americans. Thus it was that the famous American Lafayette Escadrille was created. In so brief a review as this, whose purpose is merely to present general outlines, it is impossible to even mention all the notable events with which Lieutenant Thaw's name has been connected in the official reports of the French War Office. Some of these are given in fuller detail in McConnell's "Flying for France" published recently (1917) by Doubleday, Page & Co. In December, 1915, while Lieutenant Thaw was home on a brief furlough, this being before the United States formally declared war against Germany, several attempts were made by German sympathizers to have him interned as a member of a belligerent fighting force, none of which were successful, however, It was on the 24th of May, 1916, that he was wounded. Not far from Verdun, while at an elevation of about 2,000 meters, a bullet went through his left elbow, and then through his gasoline tank. The wound bled profusely, but he succeeded in making a safe landing within the French lina, though in a dazed condition from the loss of blood, and was carried to the hospital by French soldiers. This kept him from active service until the following August. On another occasion Thaw, while scouting over the enemy's lines, discovered an important movement of German troops which was screened from ordinary observation by heavy timber. Flying back to his lines, he was able to lead a body of French cavalry to the point in question, which quickly dispersed the Germans, Thaw meanwhile hovering and circling above and firing into the Germans with his machine gun. In June, 1916, he was cited by the War



Herbert E. Goodman

Office in the following words, which also, incidentally, describe an exploit typical of many others. "William Thaw, Chevalier of the Legion of Honor, volunteer pilot, remarkable for his skill, dash and contempt for danger, who has fought sixteen aerial battles at short range, brought down a German aeroplane on May 5 and attacked a group of three German machines the same evening. . . . On October 5th he fought, single-handed, five enemies, destroying one enemy machine and killing its occupants." On 4 May, 1917, he was cited for having brought down his fifth enemy aeroplane, but already he had been decorated with the medal of the Legion of Honor and with the War Cross. At this writing Lieutenant Thaw is again at the front in France, where, undoubtedly, he will take a leading part in the training of the regular American aviation squadrons to form a part of the American fighting forces soon to face the German armies.

GOODMAN, Herbert Edward, manufacturer, financier, b. in Chicago, Ill., 14 July, 1862; d. there 3 Oct., 1917, son of Edward and Mary Eliza (Brande) Goodman. His father, a native of England, who came to America in the middle of last century, was part owner and editor of the "Chicago Standard," the official organ of the Baptists of America, which he developed into one of the foremost denominational paper in the country. He was also a trustee and a founder of Chicago University and as such was active until shortly before his death. Herbert E. Goodman acquired his early education in the public schools of Chicago and at the Bryant & Stratton Business College, after which he entered the old University of Chicago. His subsequent career, after leaving college, is so closely asso iated with the development of coal mining that a few words on the latter subject are, therefore, essential. It was in 1887 that Elmer A. Sperry, a young electrical engineer, offered to submit plans to A. L. Sweet, general manager of the Chicago, Wilmington & Vermillion Coal Co. for a coal mining machine of the pick pattern, to be driven by electric motor. Mr. Sweet was so well pleased with the idea that he offered to finance the attempt, and so was designed the first electrical coal cutting machine in America. Out of this effort, which at first was anything but a success, was organized the Sperry Electric Mining Machine Co., with an authorized capital of $100,000, in 1889. Mr. Sperry, who is brother-in-law of Mr. Goodman, offered the latter the position of secretary of the corporation and one share of the stock, the balance of the stock being distributed equally between Mr. Sperry and Mr. Sweet. Then followed a long series of practical experiments with the machine for whose promotion the company had been organized, most of them being carried on under the supervision of Mr. Goodman, who went down into the mines before daylight and only returned to the upper world after dark, laboring day by day beside the miners in the galleries. "I was inspecting an Ohio mine," said Mr. Goodman, long afterwards, "when a miner stepped up to me and, with the air of a brother, asked, 'What do they pay where you come from?'" For a long time the experimenting went on with such little show of success that at times the hopes of the promoters grew quite faint. "Mr. Sweet visited the mine at Streator, one day," writes Mr. Goodman, at a later time, "and found that where once there were ten machines there were only five. While he was there a mule tried to jump over one of the remaining machines, and when the machine, truck and mule were disentangled, it was found that the mule was all right, but the machine was out of business." Shortly after Mr. Sweet, who had spent a great deal of money in the experiments, was anxious to give way to a new capitalist. The result was that his place was taken by Arthur D. Dana and W. D. Ewart, officials of the Link-Belt Machinery Co., and the efforts to perfect an electric coal mining machine were continued. Meanwhile Mr. Sperry was also interested with Myron T. Herrick, James Parmelee and William H. Lawrence, of Cleveland, Ohio, in the promotion of some street car equipments, and early in the '90s these gentlemen were anxious to have Mr. Sperry devote all of his time to their enterprise. To this end they negotiated a deal, in 1893, by which C. A. Coffin, then president of the Thomson-Houston Electric Co., offered the Sperry Electric Mining Machine Co. $50,000 for its patents. Mr. Ewart, who by this time had spent $30,000 on the experiments, advised selling. The patents were therefore sold to the Thomson-Houston Co.; Mr. Ewart was returned his $30,000, and the Sperry Electric Mining Machine Co. was left with a surplus of $20,000. It was understood that business under the old name was to be discontinued and a new corporation was formed, known as the Independent Electric Co. Of the old officials C. E. Davis, the superintendent, Arthur D. Dana, the treasurer, and Charles A. Pratt and Mr. Goodman were left. Previous to this transaction, in 1890, Francis M. Lechner, of Columbus, Ohio, filed application for patents on a coal cutting machine of a design different from the Sperry design, being built on the mowing-machine principle in contrast to the pick idea of the Sperry machine. Lechner and his associates soon found themselves in financial difficulties. In the summer of 1893 Mr. Goodman and Mr. Davis went to Columbus and purchased the Lechner patents for the Independent Electric Co., and they at once set to work constructing an improved chain breast machine employing the Lechner ideas. This work was one in manufacturing space rented from the Link-Belt Machinery Co. The development and sale of the new machine went forward slowly, but by the following year there were a dozen in operation, together with half a dozen locomotives, dynamos and switchboards, all built by the company. In 1895, they received an order for a complete plant of coal mining machinery from the Picands-Mather Co., of Cleveland, which operated mines in the Pittsburgh district, the contract price being $54,000, the largest that had ever been placed for electric coal mining machinery. The Independent Electric Co. was then faced with the problem of executing so large an order, for which its capital was inadequate. The result was that the Link-Belt Machinery Co. agreed to furnish the necessary capital and the profits were to be divided between the two companies, Mr. Goodman being chosen manager of the works, under whose supervision the big order was executed. Not long afterward the Link-Belt Machinery Co.

bought out the Independent Electric Co. and became the sole owner, though Mr. Goodman continued as manager. In 1900 Mr. Goodman conceived the idea of acquiring the mining machine works from the Link-Belt Co., which was inclined to be conservative. The result was the foundation of the present Goodman Manufacturing Co., which acquired the business, Mr. Goodman becoming general manager, while Frank S. Washburn became president. A plant was soon constructed and under the new, aggressive policy the business was almost tripled the first year, the sales amounting to over a quarter of a million dollars, from which a very substantial profit was made. From this time onward the business continued increasing at the rate of more than $100,000 a year and in 1902 the capital stock was increased to $250,000 and again, in 1903, to $500,000; in 1907 to $1,000,000 and in 1912 to $1,500,000, all of which is now held by over two hundred stockholders. The far-reaching influence which the operations of Mr. Goodman's company has had on the economic development of the coal mining industry may be judged from the fact that the production of coal in the United States, which in 1887 was approximately 130,000,000 tons per annum, had increased to 475,000,000 in 1913. For this vast increase the Goodman electric mining machines are in a large part responsible. At the present time there are about ten thousand electric coal mining machines in operation and nearly seven thousand electric mining locomotives, all estimated at a value of $25,000,000. That the field has been a special one is indicated by the fact that to-day there are only five manufacturers of electric locomotives employing the under-running trolley system, and only four manufacturers of electric coal cutting machines. In considering this important phase of American industrial development, no slight significance should be attached to the personality of Mr. Goodman, to whose persistency, patience and energy it is in a large measure due. When other men gave up hope and abandoned the enterprise, he clung to it with bulldog tenacity, determined to succeed. These characteristics of resourcefulness, patience, courage and efficient faithfulness distinguish Mr. Goodman not only in his business relations, but in his human and social contacts as well. Many of his employees have found by personal experience how sincere and how persistent is his interest in their welfare. Mr. Goodman married 3 Oct., 1893, Jennie R. Strawbridge. They had two sons and one daughter.

MARDEN, Oscar Avery, lawyer and jurist, b. in Palermo, Me., 20 Aug., 1853, son of Stephen Plummer and Julia Ann Leighton (Avery) Marden. He is directly descended from John and Mary (Shatswell) Webster, who emigrated from Ipswich, England, and settled in Ipswich, Mass., in 1635; their granddaughter, Abigail Webster, married James Marden, of New Castle, N. H., in 1695. His father, Stephen Plummer Marden, who died in 1888, was a farmer and manufacturer of lumber, who for one year served as a member of the House of Representatives of the Maine Legislature. On the maternal side Mr. Marden traces his ancestry, by one line, to Anthony Potter, who was born in England in 1628 and died in Ipswich, Mass., in 1690; and, by another line, to William Averill (or Avery; born in Kent, England, about 1611, and died in Ipswich, Mass., in 1651); one of his posterity, Samuel Avery, serving as a soldier in the Revolutionary War. Reared in the hardy environment of the farm, young Marden acquired his rudimentary education in the common schools of his native town. Later he became a student in Westbrook Seminary, Maine, where he finished his general courses. He then entered the Boston University Law School, from which he graduated in June, 1876, with the degree of LL.B. Having passed his bar examinations, Mr. Marden began his career as a member of the legal profession in the following February, subsequently, in 1877, being appointed a trial justice for Norfolk County, Mass., a position he held until 1891. During this period he also carried on his private practice, and has continued ever since then, maintaining one office in Boston and another in Stoughton, Mass., his residence also being in the latter town. In 1891 the District Court of South Norfolk was created by the Legislature, the district covering the four towns of Stoughton, Canton, Sharon and Avon. Of this court Mr. Marden was appointed judge, an office which he has held until the present time (1917). He is recognized as a sound and well-grounded lawyer and a safe counsellor, possessing the confidence and respect of his brethren of the bar and of the courts. He has been a "visitor" to the Boston University Law School, of whose alumni he was also president. Since 1878 Mr. Marden has been for many terms a member of the school committee of Stoughton, having served in that capacity altogether seventeen years. He has been president of the Norfolk Bar Association, of which he was a charter member. He is vice-president of the Universalist Club, of Boston, and chairman of the Stoughton Red Cross Auxiliary. He has been president of the Chicatanbut Club, of Stoughton, Mass., and is also a member of the Sons of Maine Club, of Somerville, Mass., and of the Stoughton Historical Society and the Canton Historical Society. In the Odd Fellows and Masonic fraternities he has held high offices: being Grand Patriarch of the Grand Encampment in Massachusetts, in 1893; and he has journeyed as Grand Representative from the State to the conventions at Atlantic City, N. J., Atlanta, Ga., and Indianapolis, Ind. In the Masonic Fraternity he is Past Master of the Rising Star Lodge and a Past District Deputy Grand Master. He is also a member of the Chapter and the Council. In hours of leisure his favorite relaxations are angling and cribbage. On 19 Oct., 1882, Mr. Marden married May Terese Ball, the daughter of Francis Marion Ball, a prominent hotel manager of Stoughton, Mass. She died, 4 April, 1890. On 21 Jan., 1896, Mr. Marden married Caroline Augusta Avery, the daughter of John Avery, of Whitefield, Me. Mrs. Caroline Augusta (Avery) Marden, b. in Whitefield, Me., was educated in Boston schools and at a convent in Maine, and is a cultivated and interesting woman of unusually fine nature. Her husband's cousin, and like him tracing her ancestry through her father to Anthony Potter and William Avery, on her mother's side she traces her descent from John King, the

Oliver Wendell Holmes

...ept and the Independent Electric Co. and ... the sole owner ... Mr. Goodman ... continued the manufacture ... Mr. Goodman ... organized the ... Manufacturing (the naming ... the Goodman Belt Co., which ... Incorporative. The result ... of the present Goodman ... which acquired the busi... ...coming general manager, ... Goodburn became president ... constructed and under the ... they the business was almost ... year, the sales amounting to ... of a million dollars, from which ... real profit was made. From ... the business continued in... ... of more than $500,000 a ... of the capital stock was in... ...000 and again, in 1903, to ..., to $2,000,000 and in 1912 ... which is now held by ... Incorporated Co. The far-reach... ...ence which the operations of the Goodman ... has had on ... development of the coal mining ... ...ject from ... that the ... approximately 130,000,000 tons per ... had increased to 475,000,000 in 1913. The ... test increase the Goodman electric mining ... At the ... ...timated at a value of $... ...the field has been a ... ...ected by the fact that ... there are only five manufacturers of electric locomotives employing the under-running trolley system, and only four manufacturers of electric coal cutting machines. In considering this important phase of American industrial development, no slight significance should be attached to the personality of Mr. Goodman, to whose persistency, patience and energy it is in a large measure due. When other men gave up hope and abandoned the enterprise, he clung to it with bulldog tenacity, determined to succeed. These characteristics of resourcefulness, patience, courage and efficient faithfulness distinguish Mr. Goodman not only in his business relations, but in his human and social contacts as well. Many of his employees have found by personal experience how sincere and how persistent is his interest in their welfare. Mr. Goodman married 3 Oct., 1893, Jennie R. Cawbridge. They had two sons and one ...ter.

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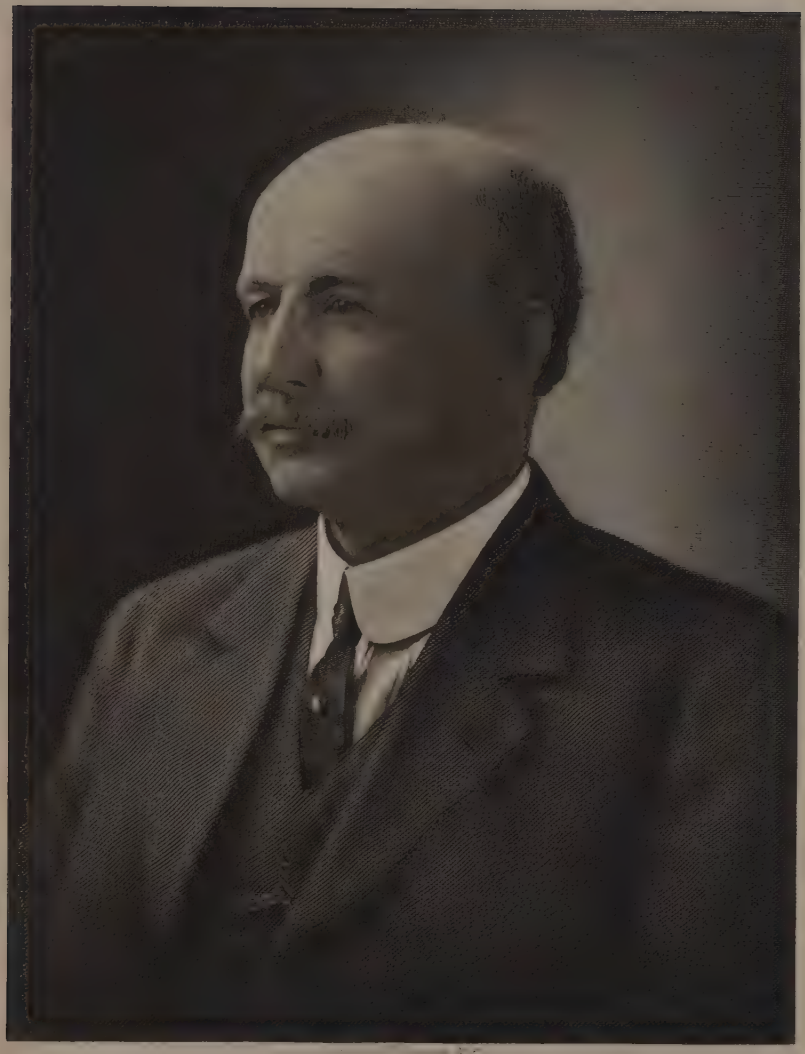

Oscar Avery Marden

first governor of Maine. She is fond of music and art, and with her husband has travelled extensively in Europe and America. They are both prominent members of the Universalist church. By his first wife Mr. Marden had two children, of whom one survives. This son, Edgar Avery Marden, lawyer, was b. in Stoughton, Mass., 29 July, 1884. He completed his higher academic education at Dartmouth College, graduating in arts in 1906, and at the Harvard Law School, from which he received his degree of LL.B. in 1909. The same year he began private practice in Boston; and is at the present time Secretary of the Stoughton Board of Trade and of the Stoughton Committee on Public Safety. Endowed with literary tastes, Mr. Edgar A. Marden has been for several years a contributor of verse to the Boston "Transcript," which journal—famous throughout the country for its judgment in the realms of art and literature—has welcomed and published all his work. He is a member of the Norfolk Bar Association, and of a number of clubs and fraternities. On 8 Sept., 1915, at Cambridge, Mass., he was married to Mary Carita Patten, daughter of the Rev. George W. Patten, minister of the Unitarian denomination.

PERLMAN, Louis Henry, inventor, b. in Kovno, Russia, 26 Nov., 1861, son of Lesser and Celia (Paul) Perlman. His father, a rabbi, of great learning deeply versed in those voluminous theological commentaries known as the Talmud, was the last of a long line of Jewish ministers in his native land. In 1862, leaving his wife and children in Russia, the elder Perlman came to the United States in search of a happier environment in which to make his home. During the two years after his arrival in the United States he was in charge of congregations in Cincinnati, St. Louis and in Charleston, S. C. At the end of this period he was able to send his family sufficient money to defray the expenses of their journey to the United States. Accordingly, the mother and her three young children set out on the tedious three months' of travel, and joined the father in Utica, N. Y., where he was then minister of a thriving congregation. Here Louis H. Perlman passed the years of his early childhood—for he was still too young to attend school—and began his education under the instruction of his gifted and devoted mother, who carefully molded the mind of her only son for that later education by which she hoped to see him fitted for a professional career. It was her ambition that he should become a lawyer, while the father had in view the calling of a physician. The boy was destined to become neither, however; his own creative genius was to decide that question to the ultimate advantage of the motoring world. In 1867 the family removed to Providence, R. I., whither the father had been called by a new congregation. Here the boy began his schooling, which he continued for five years, at the end of which period the family removed to New York City, where he continued his elementary education in the famous Christie Street Public School No. 7, completing the course at the age of fifteen. He then pursued a four years' course at the College of the City of New York, studying stenography, bookkeeping and accountancy, in addition to the academic studies. Thus amply provided, intellectually at least, for the struggle of life, Mr. Perlman threw himself into the work of carving out a career. His expert knowledge of stenography inclined him toward journalism and his first connection was with the printing house of J. J. Little and Company, at that time located in Astor Place. Later he became connected with R. W. Shoppell, whom he joined in establishing The Pictorial Associated Press, whose object was the syndication of an illustrated news service to the daily press throughout the country, being the first medium through which daily newspapers were educated to the use of illustrations. During this period Mr. Perlman came in contact with and made the acquaintance of some of the leading men in the field of American journalism, among them Pulitzer, Watterson, Halstead, and Charles A. Dana. It was to the latter that he sold the first half-tone illustration ever published in the New York "Sun," a portrait of Congressman Holman, of Indiana, whom Dana was strongly supporting as a candidate for President of the United States. On account of the texture of the paper on which the "Sun" was printed and the comparatively little advance that had as yet been made in the art of newspaper illustrations, this particular portrait was too blurred to be recognized, except for the name printed underneath. In this the dailies supporting the opposition candidate found ample material for such an avalanche of humorous and satirical jibes that Mr. Holman's prospects were irremediably injured through ridicule and he was killed as a presidential prospect. For some years longer Mr. Perlman continued to be associated with the syndicate publishing business. In 1881 Mr. Shoppell sold his interest in The Pictorial Associated Press to Louis Klopsch, who later acquired the "Christian Herald." Together with his new partner Mr. Perlman rejuvenated the service of The Pictorial Associated Press by bringing in with them the Rev. Dr. T. DeWitt Talmage, whose sermons they syndicated through the United States, and Irving Bacheller, the famous writer, who gave his services as an editorial writer. Young Mr. Perlman, then only twenty years of age, was the active business head. But all this was merely the necessary preliminary to that part of his career which was to result in his becoming one of the prominent figures in the field of American industrial invention, in his invention of the demountable rim for motor-car wheels. Nothing in the records of our industrial development, unless it be the story of McCormick's reaper, can compare with it. In 1900 Mr. Perlman was invited to take an automobile ride by his friend John H. Duffy, a prominent paper merchant of New York. It was the first time that Mr. Perlman had ever ridden in a car and he gave himself up to the enjoyment of the novelty, little dreaming to what this apparently slight incident was to lead. This was only the first of many similar rides. In those days punctures and blow-outs were only too frequent and Mr. Duffy found his friend a willing helper in the impromptu repairs which they were obliged to make on the highways. In the labors that this assistance entailed, the

future inventor of the demountable rim learned something of the structure of an automobile and its problems; especially its tires. The tools with which these repairs were performed also became familiar to him. He acquired dexterity in their use, and his mind was filled with various ideas by which these labors might be abbreviated, possibly eliminated. For three years, however, nothing of a definite character resulted. Then came the second memorable ride—one day, early in 1903, Mr. Duffy again invited Mr. Perlman to accompany him on a trip to Cornwall, N. Y. As usual the tires began to pop. After making the repair, Mr. Perlman applied himself to the pneumatic hand pump, laboriously inflating the collapsed tire. And then, in the midst of this task, the thought flashed across his mind that here was not the place for such work—it should be done under the shelter of a garage, and his mind continued working until it evolved the idea of the demountable rim. Reserve tires, he concluded, should be carried along, already inflated and mounted on rims which could be slipped onto the wheel and fastened in a few minutes, thus eliminating the toilsome repairs on the roadside. Later the punctured tires could be mended and again inflated in a garage, where proper facilities would reduce the difficulties of such a task to a minimum. For many long, weary months the inventor toiled over his idea, trying to perfect mechanical ways and means to carry it out practically. After many laborious and costly experiments, he hit upon the final solution, which was the beginning of one of the most conspicuous inventions of recent years. But it was well on toward the end of 1904 before the final test demonstrated to his own satisfaction that the last details of the practical working model were complete. A few months later, in 1905, he constructed a split rim, or quick detachable rim. It was then that he took the first steps toward protecting himself, and on 21 May, 1906, filed his first application for a patent, describing his invention as "a wheel whose demountable rim is bodily detachable from its fixed rim and felloe, means being provided for firmly and rigidly retaining the demountable rim on the fixed rim and felloe while in use, such means at the same time being adapted to be manipulated for enabling ready, rapid, and easy removal of the demountable rim when required." These ends were attained by a combination of wedge and screw bolts. The very simplicity of the constituent parts of the invention caused much of the trouble that followed. Neither screw nor wedge were new; it was the combination that was new. At least, that seemed a debatable question in the Patent Office. The application began a journey from one official to another, halting every once in a while before some Board of Review. Finally, after two patent Commissioners had delivered expert opinions on the case, it came before the U. S. Court of Appeals of the District of Columbia. Meanwhile the years dragged on; it was becoming a veritable suit in chancery. Meanwhile Perlman's idea had been freely appropriated by the leaders in the automobile manufacturing industry. The industry itself was growing with great rapidity. The demand for the demountable rim grew even faster. Those who were manufacturing it were making millions; the inventor was not making a cent of profit, but his means were daily diminishing with the effort to protect his rights. He determined to fight, not only for his particular rights, but to champion the cause of delayed inventors in general. The archives of the Patent Office will not reveal a more striking instance of determination and persistence on the part of an inventor resisting the interferences of outsiders. Finally, early in 1913, his essential claims were recognized and the patent issued on February 4, of that year—the number being 1,052,270. Among the devices produced by other inventors for escaping the difficult and laborious removal of a tire shoe from the wheel rim may be mentioned the familiar 2-D rim, composing a removable flange, which is a ring separate from the body of the rim, and secured to it by suitable bolts or dogs; which formed, in fact, one clincher flange for holding one bead of the tire shoe, and, being removable, obviated the toilsome necessity of worrying the edge of the shoe over the flange, in order to reach the air tube. Excellent as this device was, it availed only to reduce to a very small extent the time and labor necessary to the removal and replacement of a defective tire. It was merely a subterfuge for avoiding the true solution, a demountable rim. The best attempt at a demountable rim, previous to Perlman's invention, involved a tire-carrying ring structure having an internal cone formed on its inner circumference, which was of size suitable to fit snugly and be permanently attached over a male cone around the felloe of the wheel. When the rim, which carried the pneumatic tire on the ordinary clinchers, was applied, these two separate parts were to be held into a working unit by the use of suitable bolts inserted through a flange bearing against the felloe of the wheel. The plan presented the merits of a secure and effective structure—is identical, in fact, with the device employed on railroad car wheels in applying a hardened steel rim or tire to a body of softer, or inferior, metal. The practical difficulty was, however, that with the exercise of sufficient force to make a firm contact of the two separate elements, the attachment was so firm that, as a rule, only a power press could avail to separate them. The action of inevitable rust between the surfaces in contact served also to increase the tendency to permanent attachment. Such a device, therefore, could not fulfil the requirements of a demountable rim suitable for use on motor cars; it was a wheel device, requiring powerful shop tools for mounting and demounting. Evidently, as must be understood, in view of the results secured by Perlman, the primary requirement is a demountable, or removable, rim body having a tight fit, or the "equivalent of a driven fit," such as results with the device just described, when in use, which would be capable of being relieved from the condition of such "equivalent of a driven fit" before any effort should be made to remove it from the periphery of the wheel. In other words, with the loosening of the retaining bolts, the rim should be found loosely hung upon the wheel, and capable of immediate removal by the simple act of lifting it away. Perlman's device for securing the requirement of a tight

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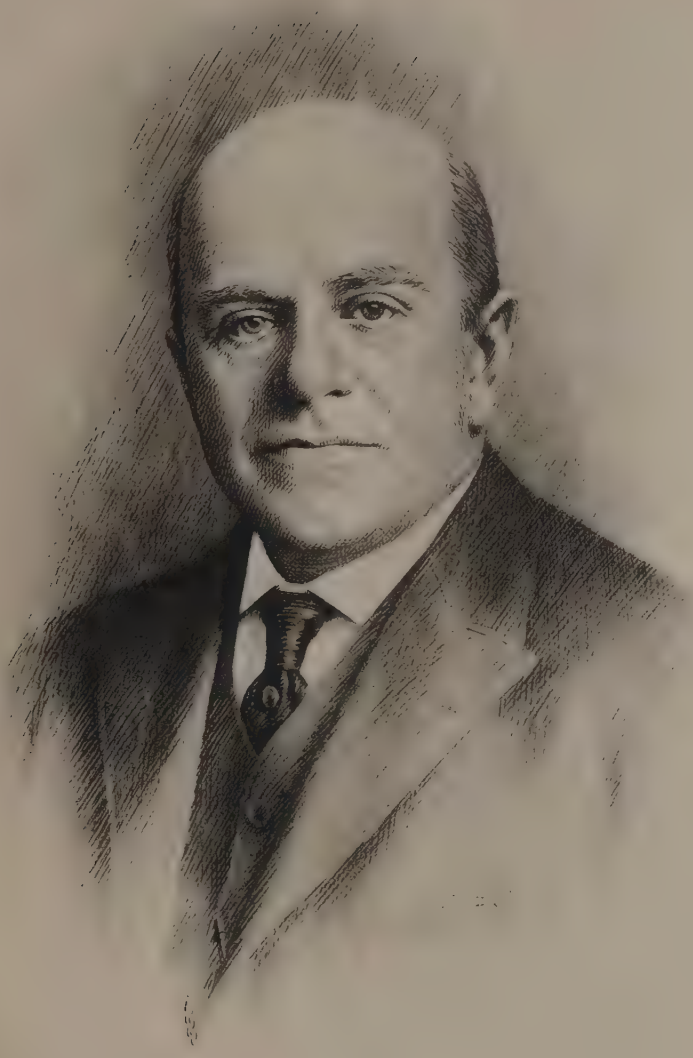

L. H. Perlman

fit at one instant and a loose fit at another—which idea he claimed as a true "pioneer conception," the essence of his invention—involved merely a cylindrical metal band upon the felloe of the wheel carrying a coned or flaring flange along the inner edge, or the edge contiguous to the body, of the vehicle. The rim carrying the pneumatic tire on clinchers is a ring, cylindrical on its inner circumference, and of somewhat larger diameter than the wheel. It is rigidly attached to the wheel periphery by forcing its edge against the flaring flange by the use of wedges, coned bolts, or a combination of true wedge and bolts. The demountable rim structure is thus "tensioned" around the wheel, being immovably secured against the edge of the flaring flange by the action of the wedges or coned bolts. Such a construction involves the further advantage that an air space intervenes between the rim and the wheel, so that the danger of seizing between the two, because of rust, is entirely obviated. The mechanism thus devised perfectly fulfilled the requirements of a demountable rim capable of being handled by the average motor car driver. That Perlman's construction solved the problem to the satisfaction of the public is evidenced by the fact that it was eagerly appropriated by numerous manufacturers, to the total neglect of other previous inventions aiming to achieve the same results. There was still one difficulty, however, which demanded the exercise of real inventive genius, and which Perlman solved. The clincher bead tire for motor cars then in vogue demanded the use of tire spreader lugs, rubber covered, metal plates bent to the shape of the interior of the bottom of the shoe, and mounted on stems extending through the felloe of the wheel, so that, when brought down by a nut working over a thread on the stem, the feet of the shoe are held firmly in the clincher flanges of the rim, and all creeping is prevented. Several inventors of removable tire rims had provided for this necessary element of tire structure by cutting radial slots across the felloe of the wheel, thus involving the danger of weakening the wheel in the very part that receives most of the strains of travel. Mr. Perlman, with the instinct of the real inventor, soon concluded that, while the tire-spreader was an indispensable feature, if satisfactory operation was to be maintained, it was necessary, in a practical demountable rim, to provide some means for shortening the stems of the lugs so that they would not extend beyond the surface of the inner circumference of the rim. His solution of the difficulty was most ingenious. His spreader lug was made in the usual form, but had, instead of a long stem, a short boss internally threaded to take the end of a special long-shanked adjusting tool. By the use of this tool the lug was set into position to retain the edge of the tire shoe in the clinchers, so that the boss was brought down through a perforation in the floor of the tire channel, to be there secured in place by a thin lock nut working around the boss in a countersunk portion of the perforation. The lug was thus firmly attached, entirely without the attending difficulty of the usual long stem. It is an axiom in patent affairs, that a patent, to be of any real value to the inventor, must be thoroughly litigated, not only in the lower courts of the United States, the District courts, but in the higher courts, the Circuit Court of Appeals for final adjudication. From this statement it will be readily seen that, although Mr. Perlman had secured the United States patent rights, it was up to him to bring the powerful corporations, who had been infringing on his patent, to terms. Long continued negotiations failed to convince these manufacturers that Mr. Perlman had a valid elementary foundation patent on the demountable rim then in general use, so on 7 Oct., 1913, Mr. Perlman filed suit in the United States District Court in New York against the Standard Welding Company of Cleveland, Ohio, the leading manufacturer of demountable rims. Then, from the corridors of the Patent Office, the fight moved out into the more open atmosphere of the courts. The story of this litigation is both picturesque and dramatic. It was fought with determination by those who had appropriated the inventor's ideas, and every one of his claims to priority were bitterly contested. So simple, apparently, was the device that the defendants confidently urged that there was no invention involved; indeed, that there could not be. The fact, also, that others had worked on the problem of a demountable rim, with the result that several of them had produced devices that partially filled the requirements, under favoring conditions at least, was vigorously urged to counteract Mr. Perlman's claims to priority. On the surface, these contentions involved a good show of cogency, particularly for those unskilled in mechanics, and, in all probability, a less determined contestant might have been successfully resisted. Mr. Perlman, however, brought to his assistance such a complete demonstration of practical conditions involved in his own and other devices for achieving the result of quickly and readily demountable rims that the opposition was finally silenced. Of course, as in many other patent cases, the very simplicity of the devices, and their wholly "obvious" character, encouraged the infringers of Mr. Perlman's rights in their contest of his claims. Finally, however, the court was convinced of the justice of his cause, and on the 18th of August, 1915, Judge Hunt handed down a decision holding that Perlman's patent was valid and had been infringed by the defendant. A few weeks later Perlman was granted an injunction by the court against any further manufacturing of demountable rims. At the same time The Standard Welding Company appealed from the decision of Judge Hunt. On 15 February, 1916, Judges Lacombe, Coxe, and Rogers, of the Circuit Court of Appeals, the highest court to take cognizance of patent causes, handed down a decision upholding the findings of the lower court. Three weeks later a permanent injunction was issued against The Standard Welding Company and they were obliged to cease manufacturing demountable rims. Mr. Perlman had won his final battle. The wealthy corporations, after a series of battles running through years, in which they had spent a fortune to deprive Perlman of his just rights, were defeated, and they were obliged to pay the inventor back royalties amounting to millions. That Louis H. Perlman

finally came into his own may be due, in part, to the inherent right that was with him, but there are those who will believe that the much more important factor was the grim determination with which he threw himself into the fight with his powerful antagonists and held on with a steely grip until the leisurely wheels of justice had turned in his favor. Mr. Perlman refused all offers to cede his rights to the infringers, for he was determined to manufacture and market the product of his own brains. Mr. Perlman at once organized the Perlman Rim Corporation with a capital of $10,000,000. His financial associates representing, among others, W. C. Durant, president of the General Motors Corporation and the Chevrolet Motor Company, and Louis G. Kaufman, president of the Chatham and Phenix National Bank of New York City, Mr. Perlman being president of the Corporation, and now the Perlman Rim Corporation owns the largest and only exclusive demountable rim plant in the world, covering five acres. Its production capacity is equal to 5,000 sets of demountable rims every working-day, enough to equip over 1,500,000 motor cars annually. This immense plant is located at Jackson, Mich., and the rapid building and equipment of this plant is due to Mr. Perlman's intensive activity, and that of his able lieutenants in finishing this immense plant in less than six months from the time the Perlman Rim Corporation was organized. The New York City offices of the Perlman Rim Corporation are located on the fourth floor of the United States Rubber Company's building at Broadway and 58th Street, facing Columbus Circle, in the very heart of New York's famous automobile row. The suite of offices occupy the whole side of the fourth floor of the building, and besides being handsomely furnished, they are equipped with the modern office business devices that the big business of such a large corporation requires. Mr. Perlman is possessed of a cordial, modest, unassuming manner, which has contributed much to the popularity he enjoys in the automobile and newspaper world. Behind his prepossessing appearance is a straightforward, simple, and generous nature. With too much intelligence and too well developed a sense of value, to place an exaggerated estimate on the mere possession of money, he uses his wealth judiciously in his legitimate business and in private life. Reading is perhaps his chief recreation, and the well-chosen library of his Madison Avenue home contains many thousands of volumes, in the expert tabulation and cataloguing of which he has spent much money. He is a deliberate speaker, weighing well his words before uttering them, and is well informed on a wide variety of subjects. He has been married and has two children: a son, Jesse Burke, ensign United States Navy, and a daughter, Grace Helen, wife of Roland H. Guinzburg, of Flushing, L. I.

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